

# GRAIN DEALERS JOURNAL

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Bishop, Grover C., grain, hay, field seeds.\*  
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Colbert, Thos. F., grain and millfeed.  
Cressy, Fred L., hay, grain, bkg. com.  
Howlett Co., E. O., grain, brokrs.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*  
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Southworth, J. E., gr. broker, export fwd'r.

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Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Globe Elevator Co., grain & grain prds.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
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Ratcliffe, S. M., commission merchant.  
Urmston Grain Co., grain commission.\*

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Bridge & Leonard, grain commission.  
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Gerstenberg & Co., grain, seeds.\*  
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McKenna & Rodgers, commission merchants.\*  
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Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
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Rogers Grain Co., commission merchants.  
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Rothschild Co., The Moses, general grain com'n.\*  
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Sawers Grain Co., grain commission.\*  
Schaffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.  
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Slaughter & Co., A. O., grain prov. stocks, bonds.  
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Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*  
Union Elevator Co., The, grain and hay.\*

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Hutton & Frenzel, grain brokers.

### DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

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Farmers Grain Co., receivers, shippers.\*  
Hungarian Mill & Elevtr. Co., receivers.  
O'Donnell Grain Co., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

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Dodd, Martin & Co., grain merchants.\*  
Dumont, Roberts & Co., receivers, shippers.\*

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Board of Trade Members.

Kenkel-Todd Co., grain commission.  
Randall, Gee & Mitchell, grain commission.\*  
United Grain Co., grain commission.  
White Grain Co., receivers and shippers.\*

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

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Dorsey Grain Co., receivers, shippers.\*  
Ferguson Grain Co., C. D., gr. feed & fld. seeds.  
King, Douglass W., grain feedstuffs, seed.\*

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Hartley, A. E., cash grain & brokerage.

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Frank & Co., William, grain brokers.

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Board of Trade Members.

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Kemper Grain Co., receivers & shippers.  
Liberal Elevtr. Co., receivers and shippers.  
Pettit Grain Co., L. H., gr. com., recvs., shprs.\*

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Board of Trade Members.

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Boyd Grain Co., Bert A., strictly bkg. & com.\*  
Hooser Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.  
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Shotwell & Co., C. A., grain commission, bkg.  
Star Elevator Co., grain merchants.\*  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

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Aylsworth, Neal, Tomlin Gr. Co., recvs., shprs.\*  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
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Fox-Miller Grain Co., receivers and shippers.  
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Hinds Grain Co., The, receivers, shippers.  
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Mensendieck Grain Co., consignments.\*  
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Moore-Seaver Grain Co., receivers & shippers.\*  
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Scully-Bishop Grain Co., consignments.\*  
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Thrasher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*

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Fruchtenicht, Henry, hay, grain, mill products.

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Hasenwinkle Co., H. J., consignments.  
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Webb & Maury, brokers and com. merchants.\*

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Rankin, M. G. & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Stacks & Kellogg, grain merchants.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

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Dairymple Co., William, gr. com.\*  
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Getchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
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Stair, Christensen & Timmerman, gr. commission.\*  
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Woodward-Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ly.\*



## Directory of the Grain Trade

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### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

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Beall Com'n's Co., receivers & shippers.  
Blanchard-Newinger Co., recvrs. & shprs.\*  
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Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Palling Grain Co., consignments.  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
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Updike Grain Co., consignments.\*

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Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
McFadden & Co., G. C., consignments.  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Runsey, Moore & Co., grain receivers.\*  
Smith-Hamilton Grain Co., brokerage.  
Tyng, Hall & Co., grain commission.\*

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Dunwoody Co., Ezl., flour, grain, feed.\*  
Graff & Son, L. G., receivers and exporters.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*  
Stover, I. S., grain and flour.

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Geidel & Leubin, grain and hay.  
Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Smith & Co., J. W., grain, hay.\*  
Stewart, D. G., grain, hay, feed.  
Walton Co., Samuel, grain and hay.\*

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St. Joseph Public Elevtr. Co., public storage.

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Graham & Martin Grain Co., grain commission.\*  
Marshall Hall Grain Co., grain com.\*  
Langenberg Bros. Grain Co., grain commission.\*  
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Nelson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Parrott-Day Co., wheat, corn, oats, seeds.\*  
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Morehouse & Co., W. H., grain and seeds.  
Rundell & Co., W. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Young Grain Co., consignments, futures.  
Zahn & Co., J. E., grain, seeds.\*

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Cardwell Grain Co., M. W., corn & oats specialist.

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Brooks-Bedell Grain Co., grain merchants.  
Bruce Bros., Grain Co., consignments.  
Harold Grain Co., J. R., milling wheat.\*  
Imboden Milling Co., receivers & shippers.  
Kansas Flour Mills Co., The, exptsr., consign'ts.\*  
Kansas Milling Co., The, millers and grain dealers.  
Kelly Grain Co., Edward, consignments.\*  
Marshall Hall Grain Co., exporters.\*  
Norris Grain Co., The Exporters.\*  
Strong Grain & Coal Co., B., grain & coal.\*  
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Woodside Smith Grain Co., receivers & shippers.

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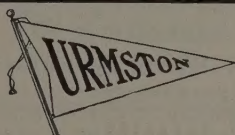
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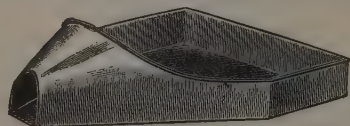
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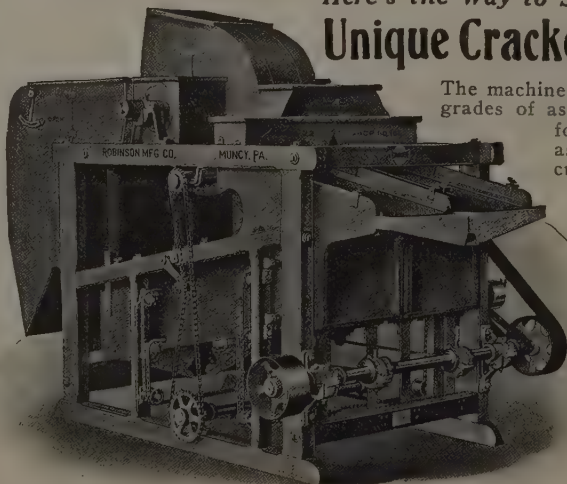


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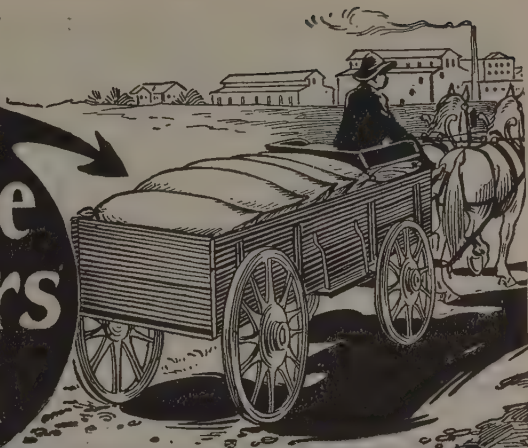
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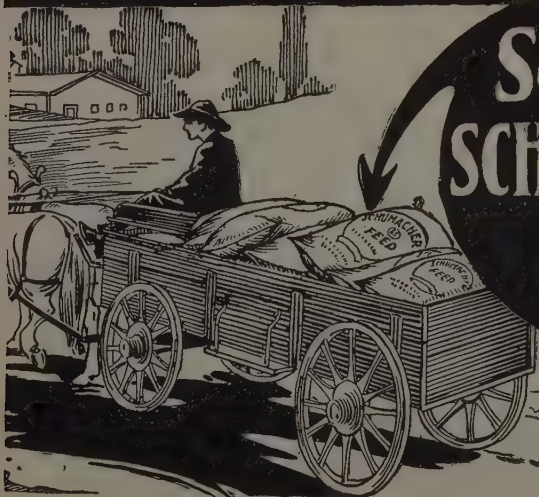
and our various other feeds for Horses, Hogs, Dairy Cattle and Poultry. Explain to your customers how the whole grain contains a large percent of moisture for which they are paid when they sell—while SCHUMACHER FEED is kiln-dried—practically free from moisture when they buy. Also call their attention to the indigestibility of whole grain, the waste and bother of mixing ground grains as compared with SCHUMACHER FEED, which is high in digestibility—uniformly mixed and the most appetizing, scientific blend of wheat, corn, oats and barley by-products.

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**Buy the Farmer's Grains**

(56)

**Sell Him  
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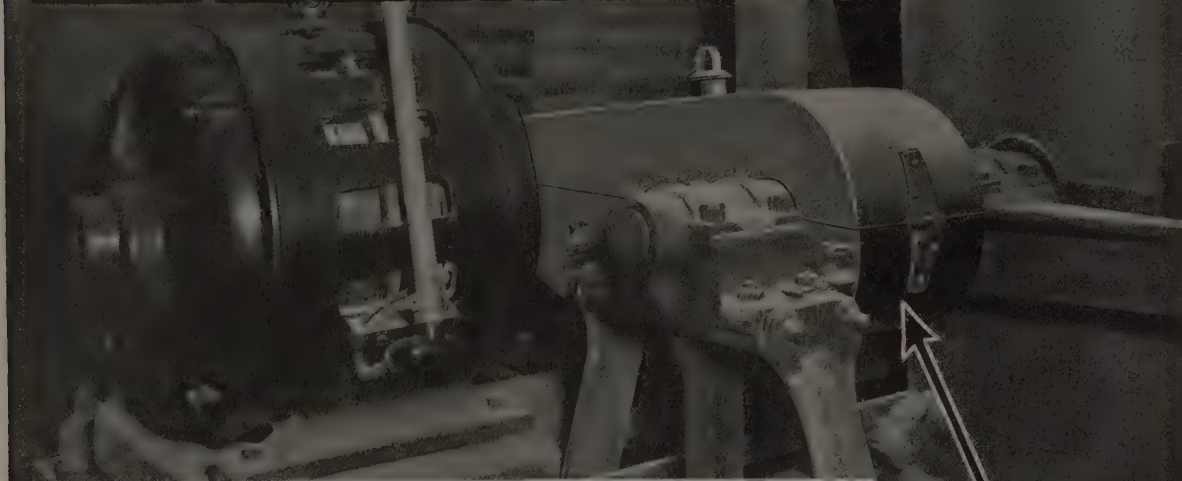
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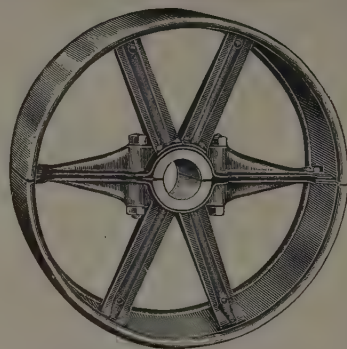
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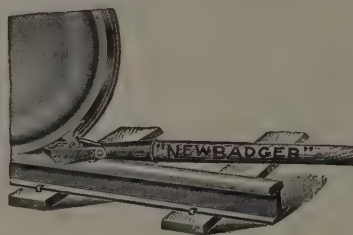
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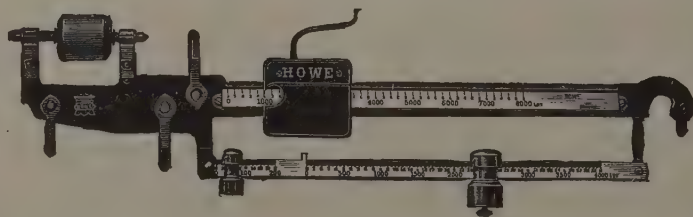


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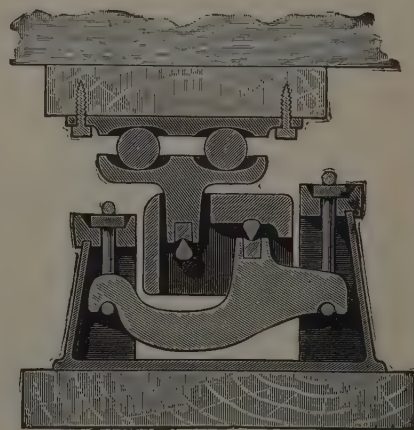
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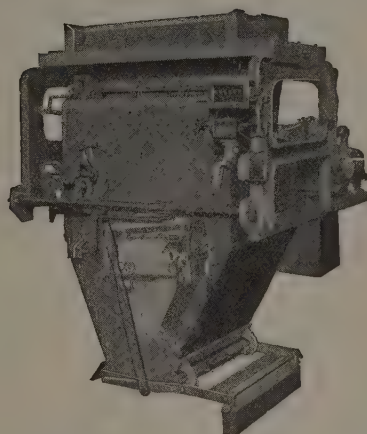


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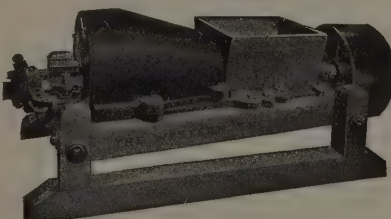
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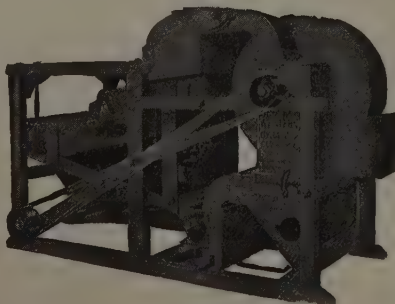
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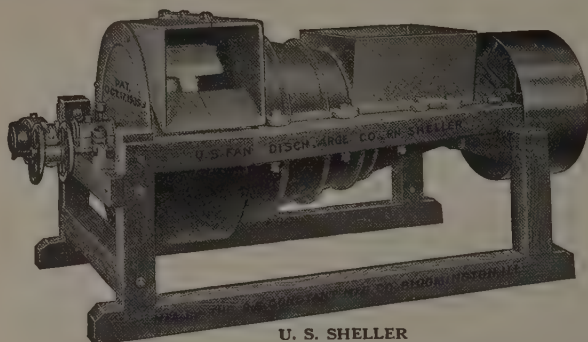


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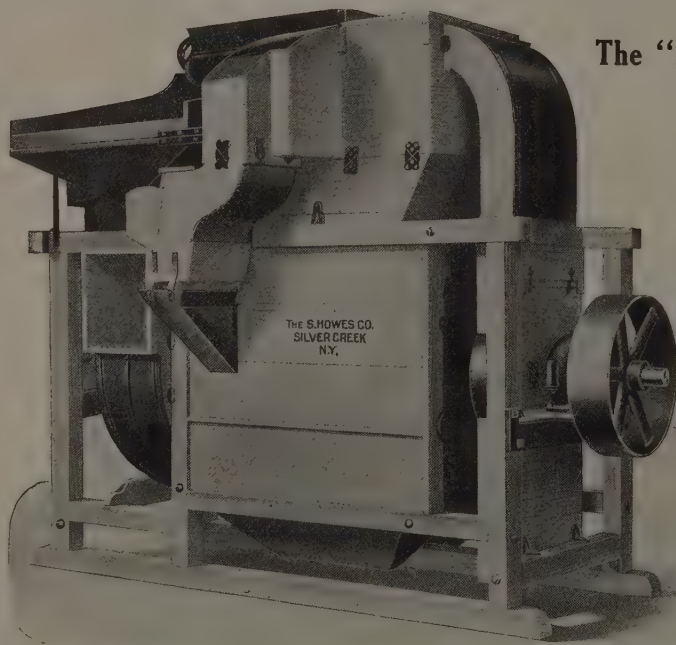
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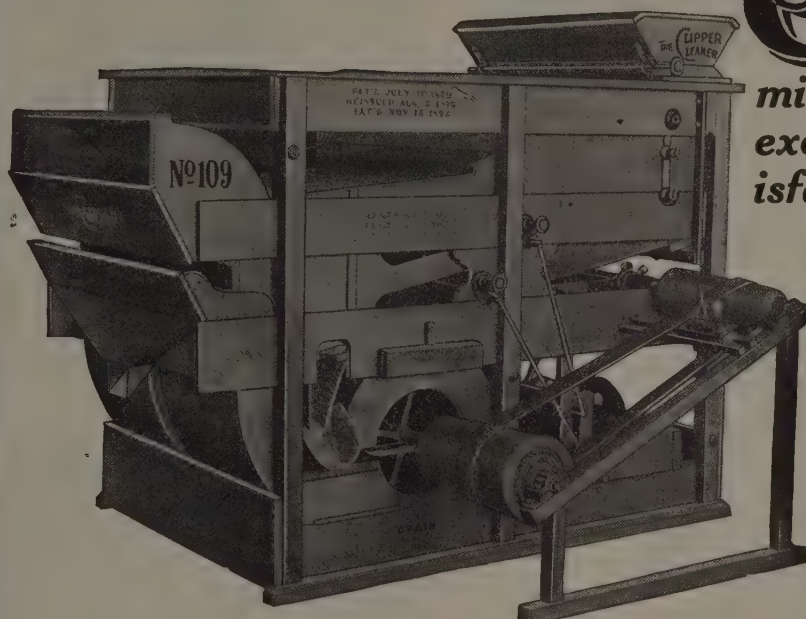




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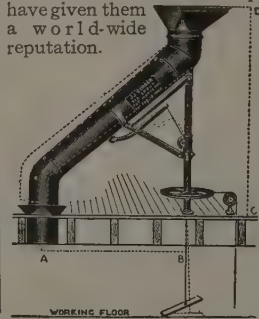
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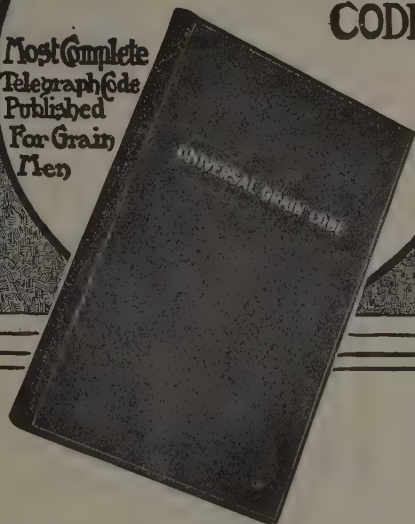
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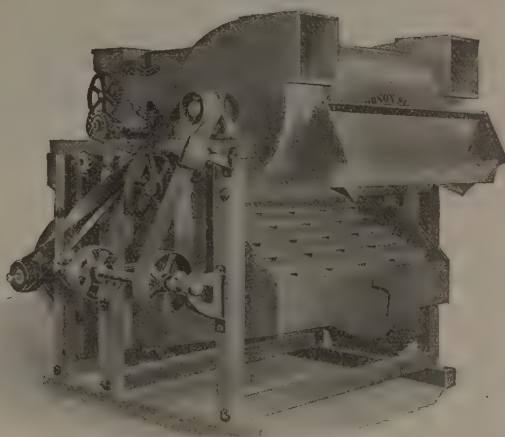
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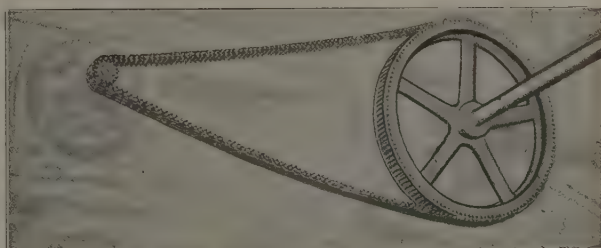


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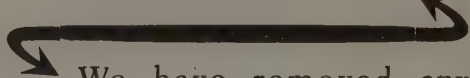
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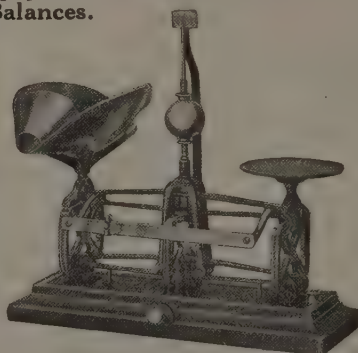
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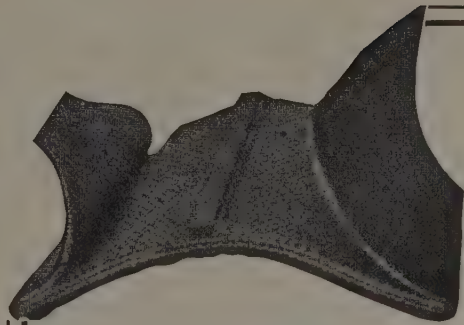
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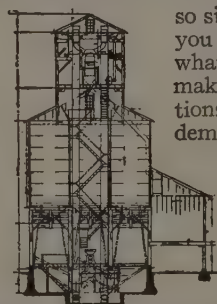
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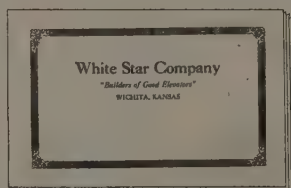
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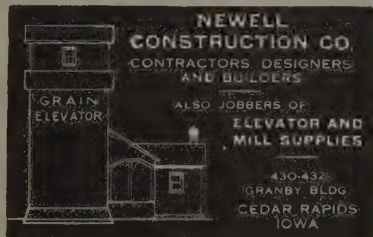
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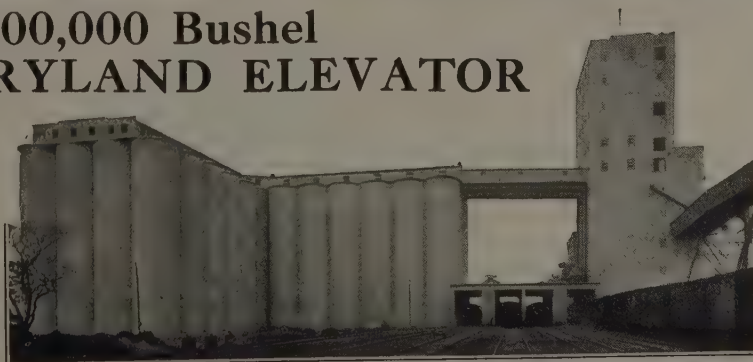
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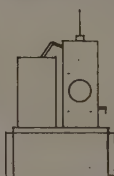
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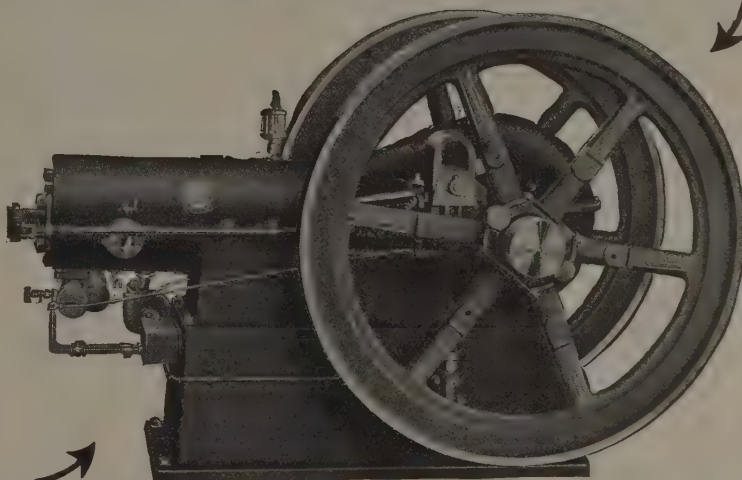
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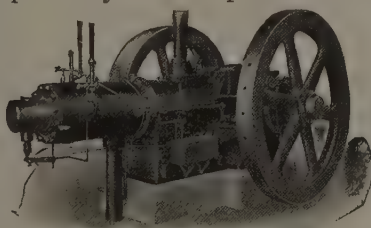
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The Knickerbocker Co.,

Jackson, Michigan

## ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS,  
SHELLERS and MILLS CONVEYORS  
and ELEVATORS, CHAIN BELT and  
SPROCKET WHEELS, OAT MEAL and  
PEARLED BARLEY MACHINERY,  
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.  
CLEVELAND, OHIO, U. S. A.

## Grain Elevator Equipment

of all kinds, ready for immediate shipment.  
Look over your plant and see what you need.

**Steel Spouting    Steel Boot Tanks**  
**Steel Loading Spouts**  
**Elevator Boots    Manlifts**  
**Swinging and Hanging Tensions**

We will gladly mail you our catalog describing our complete line. Write for it.

**HASTINGS FOUNDRY & IRON WORKS**

Hastings

Nebraska

## Car Order Blanks

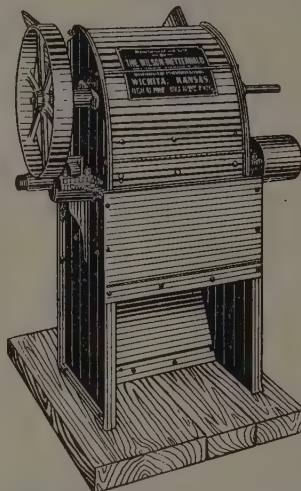
FORM 222 C. O.  
So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers  
Journal,**

315 So. La Salle St.  
CHICAGO, ILL.

## The W-W Feed Grinder

**No Burrs  
No Plates  
No Sharp Edge  
Knives**



**GRINDS** Alfalfa, Corn Fodder,  
Ear Corn with or without shucks,  
Head Kaffier, Small Grain, Etc.  
Not injured by small stones, bolts  
or nails. **Catalogue FREE**

Wilson-Wetterhold Grinding  
Machine Co. Wichita, Kan

## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Weighs 2½ pounds.

Order Form 12AA. Price, \$1.75

**Grain Dealers Journal**

305 So. La Salle St., CHICAGO, ILL.

Tell us what you  
need for your  
Grain Elevator  
and we'll tell you  
where to get the  
latest and best.

## INFORMATION BUREAU

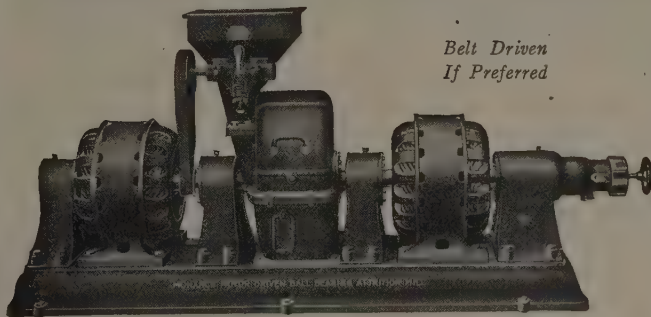
Grain Dealers Journal, 305 So. La Salle St.,  
Chicago

## Are Your Feed Grinding Customers Transient?

Here Today—Gone Tomorrow

Taking with them the profit that you should be making from your investment in plant and machinery? The reason for intermittent patronage may be poor service; a condition that can be readily and permanently remedied by the installation of

## The MONARCH BALL-BEARING ATTRITION MILL



Belt Driven  
If Preferred

This mill in your plant means rapid and uniform grinding, pleased customers and no trimming. It means a substantial reduction of lubrication expense, the elimination of all avoidable friction losses and the shrinking of repair bills to the vanishing point.

Grinding plates are quickly and easily accessible, safety and quick release devices obviate the danger of accident to either mill or operator and general design and construction co-operate for convenience and the saving of time and attention.

Catalog D-No. 115 gives the details of this fact-backed, time-tried and test-proved feed-grinder. Your copy is waiting.

Mill  
Builders

**Sprout, Waldron & Company**

Milling  
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Main Office and Works

Muncy, Pa.

P. O. Box No. 26

Chicago Office: No. 9 S. Clinton St.

## FOR ALL-'ROUND SERVICE

you'll find everything—two main screens, scalper, cockle screen, side-shake motion, very sensitive air-separations—in the

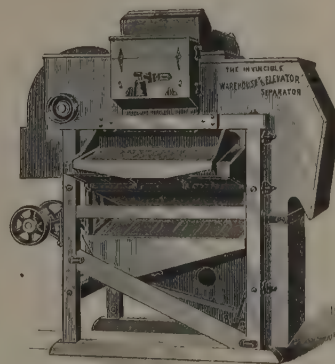
**Invincible Warehouse  
and Elevator Separator**

Write. Say "Information, Please"

**INVINCIBLE GRAIN CLEANER CO.**  
Dept. 4 Silver Creek, N. Y.

### REPRESENTATIVES

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The Penn. Ry. Elevator at  
Girard Point, Philadelphia,  
do their cleaning on the  
INVINCIBLE

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Weighs 2½ lbs. Order Form 43. Price \$2.00.

Form 43XX contains 400 pages same as above. Weighs 4½ lbs. Price \$3.50.

**Grain Dealers Journal**  
305 So. La Salle St., CHICAGO, ILL.

You Ought  
to Know

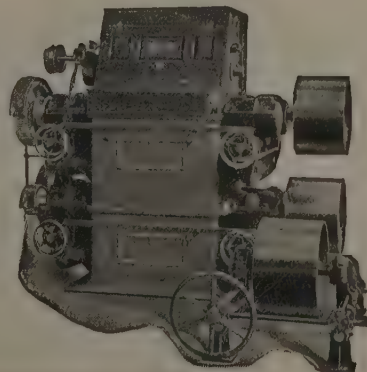
## WOLF FEED ROLLER MILLS



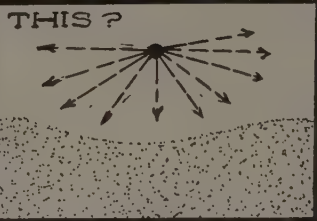
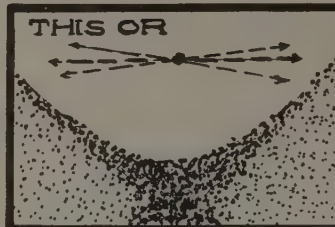
There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.







**Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?**

**WHICH ARE YOU GETTING?**

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

**MATTOON GRAIN CONVEYOR CO.**  
MATTOON, ILLINOIS



## No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me," Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work," C. F. Cranor, Sycamore, Ind.

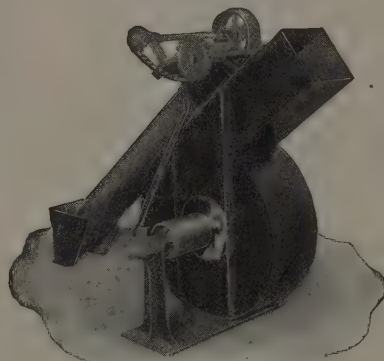
"It has everything skinned I ever saw for loading grain," W. H. Barret & Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. Can be equipped with simple grain cleaning device to remove and convey away dust, dirt, chaff and other foreign material. Mr. Crowe, at Beason, Ill., reduces his foreign material to one per cent and less. Thirty days' trial allowed. Simple and easy to install. Write for our booklet, "Don't Swallow the Dust." It tells all about our car loaders. It's Free.

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**



## Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

**BERNERT MFG. CO.**  
759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery

## Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels, pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.



## Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet, Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

## SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the —R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00

Grain Dealers Journal, Chicago, Ill.

## CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3 3/4 x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

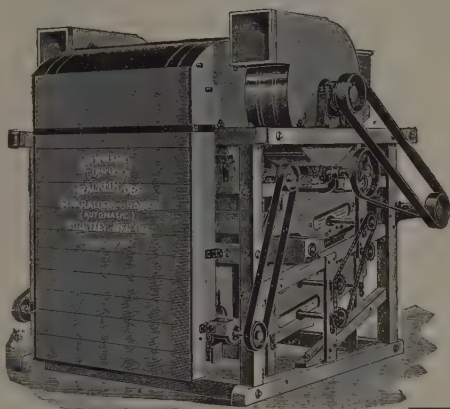
**GRAIN DEALERS JOURNAL**

305 S. La Salle Street, Chicago, Ill.

# CRACKED CORN Machinery

*Monitor*

**GRADERS  
ASPIRATORS  
SCOURERS  
and  
SPECIAL MACHINES**



From a modest beginning to a tremendous business in cracked corn is the history of many "Monitor" Cracked Corn Machinery users. The fact that they were able to put out grades that were unmatchable for purity, color and uniformity of size; and the further fact that they were able to continue to do this regularly, established their constantly widening sales. If you would equip with machines that will bring you steadily enlarging trade and the maximum of net profits, see our literature, become acquainted with "Monitor" Graders, Aspirators, Scourers, and special Machines.

**HUNTLEY MFG. CO., Silver Creek, N. Y.**

The World's largest manufacturers of high-class Grain and Seed Cleaning Machinery.

## This 5 Line Want Ad Sold the Elevator—Read the Letter D. Milligan Company

D. MILLIGAN  
F. W. MILLIGAN  
F. D. MILLIGAN  
E. A. MILLIGAN

DEALERS IN  
LUMBER, GRAIN, COAL, LIME AND CEMENT

CENTRAL IOWA, best location in town, new elevator, and first class lumber business; competition of the best kind. Address Fred. Box 7, Grain Dealers Journal, Chicago, Ill.

BRANCHES ON  
C. & N. W. RY.  
C. M. & ST. P. RY.  
M. & ST. L. RY.  
IN CENTRAL IOWA

JEFFERSON, IOWA June 2, 1914.

Grain Dealers Journal,  
Chicago, Illinois.

Gentlemen:

We recently carried an advertisement of an elevator for sale in one issue of your paper and received ten replies, most of them from men who seemed to be bona fide purchasers, and made sale of the property to Mr. C. C. Buck of Iowa Falls through the advertisement. This was our Dana, Iowa, plant which we sold, because we desired to extend our business along the Milwaukee or Northwestern, where the train service is more convenient for us.

Very truly,

D. Milligan Co.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE

**OHIO** elevator, warehouse and coal sheds for sale, 100 car point for \$5,000; no trade. Address John E. Bonner, LaRue, Ohio.

**KANSAS** elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

**FOR SALE**—50,000 bushel Red River elevator handling upwards of 150,000 annually; paying side lines. Address Red River, Box 5, Grain Dealers Journal, Chicago, Ill.

**SOUTHWESTERN OHIO**—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

**FOR SALE**—Grain Elevator, coal sheds, tool house; all built two yrs. ago; owners cannot give business the attention it requires. Address Own, Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—10,000 bu. cap. grain elevator in good grain section, doing \$30,000 worth of business annually. If you mean business, address Board, Box 5, Grain Dealers Journal, Chicago, Ill.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**FOR SALE**—Elevator and coal business in Central Iowa on C. M. & St. P. R. R. Large territory and good competition. Have other business. For further particulars, address Cereal, Box 5, Grain Dealers Journal, Chicago, Ill.

**NORTHWESTERN OHIO**—Elevator and coal yards. Price \$16,000. Will pay 40% dividends; no trades. Do not write unless you mean business. Address A. E. C., Box 4, Grain Dealers Journal, Chicago.

**NORTHERN ILLINOIS**—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

**I HAVE** a 30,000 bushel grain elevator modernly equipped to handle all kinds of grain; built in 1910; located on main line of the Chicago, Milwaukee & St. Paul Ry., about 100 miles west of Minneapolis, in a good town of about 2000. Large farming territory to draw from. One of the best grain points in Minnesota. Will sell on terms or take as payment good farm land worth the money, Minnesota or North Dakota, clear of incumbrance. Write for price and particulars. State fully first letter your proposition or no reply. J. A. Nelson, 554 McKnight Bldg., Minneapolis, Minn.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

**FOR SALE**—A good elevator in good locality; no competition. Inquire of "Kansas," Box 5, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA** one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dersheimer, Dryden, N. Y.

**FOR SALE**—Two elevators located in fine farming country in Indiana; no competition. For further particulars and price address State, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Two grain elevators in the wheat belt in Central Western Kansas; good town and in a good farming country. Address Post, Box 4, Grain Dealers Journal, Chicago, Ill.

**COLORADO**—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

**ILLINOIS**—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

**FOR SALE**—Modern up-to-date elevator, fully equipped, 60,000 bu. cap., also molasses mixed feed plant and 2 large warehouses in connection, located in best grain belt of Texas and only elevator in city of 150,000 population. Offers an exceptional opportunity for some enterprising firm; a bargain. Address Cross, Box 4, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.**

**NEBRASKA** bargains for sale. 10 elevators capacity 10,000 to 50,000 bus. Central Nebraska; attractive prices. List your elevators with me for results. Gay W. Miller, Elevator Broker, Lincoln, Nebr.

**ELEVATOR BUYERS** save \$1,000 by getting choice out of my private list, gratis. **ELEVATOR SELLERS** get access to the entire field of buyers by listing your elevator with me. John A. Rice, Elvtr. Broker, Frankfort, Ind.

## ELEVATORS WANTED.

**WILL** exchange farm for a good Indiana elevator. Address Dust, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Central Illinois elevator, handling at least 250,000 bus. Address Cash, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A first class elevator with good business within 75 mi. of Indianapolis. Give full particulars first letter. Address B. A. 142, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Good elevator that can be bought right for cash; in good grain section of Eastern Illinois or Western Indiana. Address H 64, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—To buy several elevators without competition in Northwestern Missouri, Southwestern Iowa and Northeastern Kansas. Address Rich, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—To buy or lease elevators in Northeastern Indiana or Northwestern Ohio or will furnish funds and operate on joint account. All correspondence strictly confidential. Address Wayne, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED** to exchange 80 acres located in Central Iowa, half mile from town of 900, good house and barn on main road, for an up-to-date elevator located in Iowa. Address Jones, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR EXCHANGE**—157½ acres located in Northern Okla. ¾ mile of Arkansas River, one and one fourth mile of producing oil well; extra good improvements and good land for an up-to-date elevator located in a good grain country with fair competition. Address SRW, Box 5, Grain Dealers Journal, Chicago, Ill.

## SCREENINGS WANTED.

**SCREENINGS** wanted, all kinds. P. L. Zimmerman Co., St. Louis, Mo.

**WE ARE IN THE MARKET** for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. King Seed Co., No. Vernon, Ind.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## BUSINESS OPPORTUNITIES.

**EXCHANGE**—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

**FOR LEASE**—Gen. Mdse., grain and implement business; 12,000 bu. elevator, new. For quick lease, address R. M. Maxwell, Mentor, Kansas.

**CENTRAL INDIANA**—Grain, feed, flour and seed business for sale; property modern in A-1 condition. Profits last eight years \$8,000.00 net annually. Priced to sell. Address Annual, Box 5, Grain Dealers Journal, Chicago, Ill.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

**FOR SALE**—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—In Burlington, Vt., grain, feed, flour and seed business; electric grain mill fully equipped. Large farming center. Business \$100,000 per annum. Settling estate, reason for selling. Bargain for cash. Business established over thirty years. John M. Evans, 220 Broadway, New York, New York.

**DO YOU** want to buy one-half interest in a 200-bbl. roller mill with elevator, also electric light plant in connection for lighting city? Located in thrifty town in Missouri; a paying proposition; will sell mill and elevator without light plant or will sell entire plant, but prefer to sell one-half interest; will rent mill and elevator, oil engines for power. If you mean business, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

## DYNAMOS—MOTORS.

**WANTED**—A rebuilt motor, 25 h. p., 25 cycle, 750 RPM 440, 3 phase A. C. L. H. Swickard, New Hampshire, Ohio.

**FOR SALE**—15, 25 and 75 h. p. slip ring induction motors. Holt Electric Company, Milwaukee, Wisc.

**WANTED**—Second hand 5 or 7½ Horse motor in good condition; suitable for running feed grinder. Address J. E. King, Minonk, Ill.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

## SAFES FOR SALE.

**FOR SALE**—New and second hand safes and vault doors. Advise size. Write today for illustrated catalog showing fire and burglar proof safes; lowest prices, largest dealers. Safes repaired. Terms to suit. HOWE SCALE CO., ST. LOUIS, MO.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

## SITUATIONS WANTED.

**POSITION** as mgr. of elvtr. or with good grain firm, exp. ref. Address Old, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—Position as traveling grain buyer; 6 yrs. exp. in grain business; best of references. Address Elk, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of country elevator by married man, experienced and capable. Best of references. Bond if required. Address Sam, Box 5, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**EXPERIENCED** grain and lumber man, strictly sober, no bad habits, steady and married, desires position as manager of grain elevator. Iowa preferred. Address Time, Box 4, Grain Dealers Journal, Chicago, Ill.

**OFFICE MAN**—Bookkeeper, experienced in mlg. & elvtr. system, billing, rates, mlg. in transit; stenographer, tending local trade. Grain buying. Desires change. Address Last, Box 4, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED** grain and lumber man, strictly sober, no bad habits, steady and married desires position as manager of grain elevator; would also consider stock in same; now employed. Address End, Box 5, Grain Dealers Journal, Chicago.

## NOTICE.

A MANAGER who has had four years experience as agent for line companies and ten years experience as manager for Farmer Elevators, who is now under a \$3,000 bond at a salary of \$1500 per year and can furnish the best references, desires to change. If interested, write Experience, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as solicitor for some good grain firm in Omaha or Kansas City with territory around Lincoln, Nebr. 44 yrs. old, married; 18 yrs. exp. grain and live stock business. Can handle position with firm that buys or handles on commission; will come on trial with a firm meaning business. Address Trial, Box 4, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

**WANTED**—Position with some grain, milling or feed concern who need new blood in their business, an individual upon whom they can depend absolutely, capable of taking responsibilities and meeting public; have had several years experience with Private Wire houses as Telegraph Operator also as Manager of branch offices; married, good appearance, personality and education; good correspondent, also use typewriter. Address Type, Box 5, Grain Dealers Journal, Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

## HELP WANTED

**WANTED**—Good bright man to take second run in elevator. Must have experience. State salary expected. Address Bright, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Capable grain man who understands the merchandising and selling of grain, to open office for us in Central part of Iowa. Must be good 'phone man. Address Box 273, Atlantic, Iowa.

**WANTED**—Manager for country elevator with side lines Lumber and coal. (Speaking German preferred.) State age, experience, references and salary expected. Address Peace, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Grain and stock buyer. \$75.00 to \$100.00 per month for S. D. country point by small line company July 1. Must be married, speak Norwegian, be a good mixer, hustler and business man. Give experience, references and salary expected. Address Norway, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

**WANTED**—A reliable competent elevator man to take first place and take charge of elevator, be able to keep house in good condition and keep things up in shape; electric power. No boozing need apply. Also could use man to keep books in office; good wages and steady work in both cases. Address P. G. Box 5, Grain Dealers Journal, Chicago, Ill.

## FERRETS.

**FERRETS**—1,000 good ratters, hunters. Breeding stock sale. G. Bream Co., Danville, Ill.

## MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

## ADDRESS WANTED.

ADDRESS wanted of C. H. Benson, formerly of Belmont, Kans. Bell, Box 4, Grain Dealers Journal, Chicago, Ill.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.



## MILLS FOR SALE.

**SMALL** flouring mill; practically new; good location, price right; good reasons for selling. Address New, Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—25 bbl. mill in connection with a 20,000 bu. capacity elevator. Good location. Address C. L. Peterson, Exchange Bldg., South Omaha, Nebr.

**FOR SALE** at a bargain, 100-bbl. mill, 20,000 bu. elvtr. in Kansas wheat belt; would trade for Kansas or Oklahoma land. Address Day, Box 4, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Big dividend payer; has averaged better than 30% annually for past 18 years; 350-bbl. Illinois mill. I am selling cheap to close an estate. P. O. Box 653, Murphysboro, Ill.

**FOR SALE**—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

**FOR SALE**—A 30-bbl. mill in Southern Virginia. New machinery recently installed. Water power from steel overshoot; dam recently rebuilt. Burr corn mill and small sawmill attached. Old established custom and merchant business in flour, meal and feedstuff; good trade in good neighborhood. About 140 acres of land attached, including river bottom and upland. G. C. Stone, Hurt, Va.

## FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

## GRAIN WANTED.

**IF YOU WISH** to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

## A Trial Order

## GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

## ENGINES FOR SALE.

**FOR SALE**—12 horse power gasoline engine. C. J. Homer, Clonmel, Kans.

**FOR SALE**—18 horse Stover engine in good running order. Inquire of Davidson & Jackson, Stanwood, Iowa.

**PARTIES** wanting a first class 22 h.p. gasoline engine at a sacrifice, address Rowe Scale Co., Chicago.

**FOR SALE**—12 h.p. Fairbanks Morse gasoline engine, cheap. Address South, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE CHEAP**—2 Stationary St. Mary's 30-35 h. p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

**FOR SALE**—12 h.p. Dempster gasoline engine on truck, first class condition; run less than week; big bargain. A. B. Wey, Hobart, Okla.

**FOR SALE**—50 h. p. Callahan gasoline engine cheap; have water power and don't need it. Cost \$1300, \$500 takes it. Mrs. Nelson Heeter, Dayton R. D. Ohio.

**FOR SALE**—One 12 h. p. Fairbanks engine complete with fuel tank, magneto and clutch pulley. The Hiawatha Light, Power & Ice Co., Hiawatha, Kans.

**FOR SALE**—100 h. p. Fairbanks Morse gas engine complete with gas producer. Bargain if taken at once. Farmers Elevator and Alfalfa Mill Co., Minneapolis, Kans.

**FOR SALE**—20 h.p. Columbus gasoline engine now in use at Murray elevator at Rising, Ill. Will sell because am putting in larger engine. Wm. Murray, Champaign, Ill.

## HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.  
16hp Badger \$285. 16hp Stover \$365.  
15hp Foos \$325. 20hp Fairbanks-Morse \$415.  
40hp Lorraine kerosene engine \$525.  
20-25hp Nash two cyl vertical gas engine \$350.  
25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435.  
60hp Model four cyl governor controlled 7 1/4" bore 10" stroke \$535.  
Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and aeroplane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

## ENGINES WANTED.

**WANTED**—One 25 h.p. Second hand gas, gasoline or oil engine. 523 Board of Trade Bldg., Indianapolis, Ind.

## BARTER AND EXCHANGE.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

**MANY STEAM BOILERS** in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

## MACHINES FOR SALE.

**IF YOU** are seeking mill equipment, write us; we have \$30,000 worth for sale. J. B. McClure Grain Co., Hutchinson, Kans.

**FOR SALE**—One Hess moisture grain tester. Six retorts complete with scales, etc. Address A. Brandeis & Son, Louisville, Ky.

**FOR SALE** cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

**FOR SALE**—50 feed mills, \$10 up, 2000 pulleys 75% from list, shafting 3c per pound; 50 grain cleaners \$25 up. We build elevators, sell and buy elevators and flour mills, machinery, belting, hangers and everything in this line. Give us an opportunity to save you money. Ten oil engines, ten steam engines, 100 h.p. down. A. D. Hughes Co., Wayland, Mich.

## ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

- 1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. .... \$210.00
  - 1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. .... 275.00
  - 1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour ..... 220.00
  - 1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour ..... 250.00
  - 1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. .... 295.00
  - 1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. .... 120.00
- All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

- 10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.
- 6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.
- 5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.
- 4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.
- 9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.
- 5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump Co.,  
431-437 So. Clinton St., Chicago.  
Established over 44 years.

## MACHINES FOR SALE.

**FOR SALE**—Eureka grain cleaner, capacity 1000 bushels per hour; in good working order. Address L. Spelts, Sterling, Colorado.

**FOR SALE**—One Ball & Jewell machine No. 1 Rotary Cutter for cutting wheat, corn or oats. Lake Shore Elevator Co., Cleveland, Ohio.

**FOR SALE**—1 double stand Northway feed mill, 9x18; second hand, in good condition. Price \$75.00. Heiberg Elevator Co., Twin Valley, Minn.

**FOR SALE**—No. 8 Monitor Receiving Separator, latest style, used about 15 months, cost \$560.00; will sell for \$300.00. Address Conover, Box 3, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

## FOR SALE.

- 1 35-h. p. steam engine, good as new.
  - 1 35-h. p. Power Boiler, first class shape.
  - 150 ft. chain with buckets attached, both in good shape.
  - 1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
  - 1 Car Loader in good shape. Have put in gravity loading spout.
  - 1 Invincible Dustless double receiving cleaner, in good shape.
  - 1 B. & L. Corn sheller, and cleaner combined, good as new.
- Connell & Anderson Grain Co.,  
Bentonville, Ind.

1—16" B. B. Attrition Mill & Drive \$220.00  
1—22" Ball Bearing Attrition Mill 210.00  
1—24" Ball Bearing Attrition Mill 300.00  
1—No. 5 Knickerbocker '05 Dust Col. 40.00  
All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.  
"Builders of Better Mills."  
George J. Noth, Manager,  
No. 9 South Clinton St., Chicago, Ill.

## MACHINES WANTED.

**WANTED**—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

## MOTORS WANTED.

**WANTED** to buy second hand motors 10 to 15 h. p., 3 phase. State lowest price. Address Webb, Box 4, Grain Dealers Journal, Chicago, Ill.

## LEATHER BELTING

**WANTED**—Leather belting in good condition; give width, ply and price. Address Market, Box 3, Grain Dealers Journal, Chicago, Ill.

## STEAM ENGINES—BOILERS.

**FOR SALE**—One 72"x18' Tubular Boiler good for 130 lbs. working pressure; one 16x36" Corliss engine; four 50 h.p. Firebox boilers. Various other material. Contractors Machinery Company, 1010 Kansas Ave., Kansas City, Kans.

## SCALES FOR SALE.

**FOR SALE**—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

**FOR SALE**—Track scale; 100 tons cap., 5 section, steel construction, never in use. Can be bought at a reasonable price. Acme Cement Corporation, Catskill, N. Y.

**SECOND - HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

**ARE YOU** a quick buyer who can tell a bargain. If so, we offer you  
1-100 ton 40 ft. Fairbanks with  
Railroad beam, price.....\$325.00  
1-500 bu. refitted Howe Hopper  
scale ..... 125.00

We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.  
**HOWE SCALE COMPANY**  
St. Louis, Mo.

## HAY WANTED.

**I WANT** to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

## HAY FOR SALE.

**FOR ALL** grades of hay send your order to M. B. Koffroth, Richwood, Ohio.

**HAY**—Standard and choice Alfalfa, upland prairie, choice and No. 1. Ask for prices. A. M. Brandt & Sons, Severy, Kansas.

## MILLET WANTED.

Fortune and broom corn millet wanted in 10 ton or car lots. Address Kentucky, Box 4, Grain Dealers Journal, Chicago, Ill.

## INFORMATION BUREAU

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

## What have you?

### FOR SALE

An Elevator  
Machinery  
Seeds

## Do you want?

An Elevator  
Machinery  
Position  
Partner  
Seeds  
Help

## Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

## Directory Grass Seed Trade

### ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.  
McClinton & Co., wholesale, export & import.  
McCausland, Samuel, ryegrass and dogstall.

### CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

### GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

### INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.  
Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.  
Lewis & Chambers, field seeds.  
Louisville Seed Co., clover & grasses.

### MACON, GA.

Georgia Seed Store, field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. lmpters.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.

Kaercher-Schlesler, F. & G. S. Co., seed merchants.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.  
Hirsch, Henry, clover, alsike, timothy, alfalfa.  
The Toledo Field Seed Co., clover, timothy.

### TWIN VALLEY, MINN.

Heiberg Elevator Co., wholesale seed merchants.

## Affidavit of Weight

**WHEN YOU** find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5x8 1/2 inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. **ORDER FORM No. 7 A. W. Price 50c.**

### GRAIN DEALERS JOURNAL

315 South LaSalle St. Chicago, Ill.



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

FOR SALE—1000 bu. Iowa 103 oats. Address G. H. Blum, Cedar Falls, Iowa.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

MAMMOTH yellow Soy beans, cow peas, car lots and less. Write for prices. Carter, Venable & Co., Inc., Richmond, Va.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

SEED CORN—The Famous Kaw Valley seed corn both old and new, hand selected, butted and tipped. Wm. F. Bolan Grain Co., Rossville, Kans.

Spring wheat for seed.  
Marquis imported.  
World's record yielder.  
Successfully raised this climate.  
Write for samples and price.  
SOUTHWORTH & CO.  
Second Nat'l Bank Bldg., Toledo, Ohio.

## SEEDS WANTED.

WANT TO BUY oats in 5 bushel bags. Send sample; quote price. R. A. Cade, Inc., 24 Stone St., New York, N. Y.

WE ARE in the market for medium red, mammoth red and alsike clover; amber and orange cane; sudan grass, german millet, orchard grass, red top, Kentucky Blue and rye grasses; cow peas and soy beans. Mail samples with prices to Peninsula Produce Exchange of Maryland, Pocomoke City, Md.

**WE BUY AND SELL**  
Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.  
**HENRY LIGHTIG & CO., Kansas City, Mo.**

We Buy **SEEDS** We Sell  
**J. G. PEPPARD SEED CO.**  
Kansas City, Mo.

## SEEDS FOR SALE

FOR SALE—Ten tons clover seed and one No. 9 Bowsher feed mill. J. W. Fedema, Foley, Minn.

CHOICE home grown clover and timothy. Samples upon request. Pfeiffer Grain & Seed Co., Durand, Wisc.

SEED CORN of high quality, breeding and selection. Satisfaction guaranteed. E. G. Lewis, Media, Ill.

FOR SALE—Ohio pedigreed Yellow Dent seed corn, 60-day oats and Oderbrucker barley. Write. Don't delay! D. R. Risser, Vaughansville, Ohio.

FOR SALE—Alsike, red clover, timothy and red top seed at prices that will interest you. Write for price and sample. J. M. Schultz, Dieterich, Ill.

**SAMUEL MCCAUSLAND**  
Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

**LOEWITH, LARSEN & CO.**

CLOVER, GRASS AND FIELD SEEDS  
NEW YORK CITY

**THE CRUMBAUGH-KUEHN CO.**

TOLEDO, OHIO  
We pay top prices for seeds. Your track or Toledo. Send samples.  
**CLOVER**  
ALSIKE TIMOTHY ALFALFA

## FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale

**SEED MERCHANT**

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

**CLOVER** FIELD SEEDS  
and

**Crabbs Reynolds Taylor Co.**

CRAWFORDSVILLE, IND.

CET IN TOUCH WITH US

**ONION SETS**

PEAS, BEANS AND CORN

**LEONARD SEED CO.**

226 W. Kinzie St., CHICAGO

**FIELD SEEDS**

AND ONION SETS

WE BUY—WE SELL

**HARDIN, HAMILTON & LEWMAN**  
Louisville Kentucky

**CLOVER TIMOTHY**

Northern Indiana's Largest Seed House. We are in the heart of Indiana's best clover district. Ask for our samples and prices.

Highest Qualities  
Prompt Service

**Kraus & Apfelbaum**

Fort Wayne, Ind.

**CRAWFORDSVILLE SEED CO.**

Crawfordsville, Ind.

**CLOVER SEED FOR SALE**

Ask for Samples and Prices

**MINNEAPOLIS SEED CO.**

DISTRIBUTORS



BRAND

**FIELD SEEDS**

TIMOTHY and MILLET Our Specialties

**WE OFFER**

Feeding Peas, Hemp, Orchard Grass, D. E. Rope, Crimson Clover, Hairy Vetch.

Immediate Shipment

**WM. G. SCARLETT & CO.**  
Baltimore, Md.

## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

SUNFLOWER SEED for sale, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

ALFALFA SEED at growers' price, free sample. "Alfalfa John" Franklin, Beaver City, Nebr.

FOR SALE—A few cars Texas red rust proof seed oats even weight bags, free from Johnson grass. Address W. C. Erwin, Waco, Texas.

FOR SALE—Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

### CLOVER—TIMOTHY SEED CORN

From THE GROWERS DIRECT  
Ask for Samples and Prices  
FARMER SEED & NURSERY CO.  
Faribault Minn.

### LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.  
Headquarters for  
RED TOP AND ORCHARD GRASS  
BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

### SEEDS FOR SALE

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Choice seed corn, oats and barley; car lots or less; samples and prices mailed on request. Square Deal Seed Farm, Allen Joslin, Prop., Holstein, Iowa.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

### The Toledo Field Seed Co.

Clover and Timothy Seed  
Consignments solicited. Send us your samples.  
Toledo, Ohio

### The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
ATCHISON KANSAS

### SEEDS FOR SALE.

FOR SALE—Golden millet seed. L. Spelts, Sterling Colo.

FOR SALE—1000 bu. Iowa 105 oats. J. P. Christiansen, Newell, Iowa.

FOR SALE—The famous Iowa 103 oats. 75c per bu. for cleaned oats. Address B. C. Knutson, Radcliffe, Iowa.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owasso Mich

### CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio  
GRAINS—SEEDS—PROVISIONS

### MISSOURI BRAND SEEDS

Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
MISSOURI SEED CO.  
KANSAS CITY, MISSOURI

## RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane  
KANSAS CITY, MO.

### L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for  
Red, White and Alsike  
Clover  
Timothy and Alfalfa  
Seed  
SEED CORN FIELD PEAS

### HENRY HIRSCH

WHOLESALE FIELD SEEDS  
CLOVER — ALSIKE — TIMOTHY — ALFALFA  
Our Specialty  
All Other Field Seeds  
TOLEDO - - OHIO

We have for  
**IMMEDIATE SHIPMENT**  
New Crop

**DWARF ESSEX RAPE SEED**  
**ORCHARD GRASS**  
**RED CLOVER**  
**CRIMSON CLOVER**

Carloads or less

**I. L. RADWANER**

83-85 Water St. New York, N. Y.  
Write or wire us for sampled offers

### THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

### Field Seeds

Ask for Prices

Mail Samples for Bids

**Journal**  
**Want Ads**  
**Bring Results**

## FIELD SEEDS GRASS

## Poultry Feeds

Timothy  
Clover  
Alfalfa  
Millets  
Cane  
Kafir  
Popcorn  
Lawn Grass

### The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago



# An Open Letter to the Grain Trade

**L**ESS than three months ago the J. Rosenbaum Grain Co. began issuing a weekly paper devoted to the exposition of business and trade conditions. There was no precedent for the Company to follow, because no grain firm in the history of the grain trade had ever attempted to publish a weekly paper, and charge for it.

Therefore without precedent, but confident of its proposition and its ability to serve the grain trade, the paper was started under the editorship of Mr. J. Ralph Pickell, and 500 copies of the first issue were printed. Since that time the publication having become well known through its friends, has increased the circulation until on Saturday, March 10th, over 3,300 copies were printed.

The J. Rosenbaum Grain Co. is not engaged in the publishing business nor does it intend to become engaged in the publishing business. The success of the paper has been so remarkable, however, that the time has now come when it may say to the grain trade that it is quite immaterial to the Company whether or not it receives any further subscriptions at \$5.00 per year.

But as an educational proposition, the Company wishes to extend its circulation to about 5,000 of the foremost producers of the Country; men who actually live on and own farms, and direct their own agricultural business. Therefore, we will make to the grain merchants of this country this proposition: Send us the names of ten of your very best farmer customers, together with \$1.00, and we will enter your name upon the subscription list of the ROSENBAUM REVIEW for six months, and as a token of our appreciation, we will mail you prepaid one copy of "Agricultural Argentina" with our compliments, a book composed of 73 pages of reading matter and 49 illustrations. All who take advantage of this offer must accept it on or before April 5th, 1917.

Send in the names on this blank and mail it to us with \$1.00. It is understood that in writing those whose names are furnished, we may use the name of the sender.

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**J. ROSENBAUM GRAIN CO.**  
**Postal Telegraph Building,**  
**Chicago**

## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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A Red Wrapper on your Journal means your subscription has expired.

## THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

## LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

## QUESTIONS

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1908.

CHICAGO, MARCH 10, 1917

AN OKLAHOMA grain company came near to losing its entire plant recently, as the result of rats carrying matches to their nest and then igniting them. If rats, mice and matches can all be kept out of the elevator, the dangers of fire will be greatly reduced. Try it. You may save an elevator.

THE EXTRAVAGANT misrepresentations of many of the agitators against the regular established grain exchanges are enough to make men of ordinary intelligence wonder if the aforesaid agitators can possibly tell the truth about anything. Here is a late statement, credited with having been given out at a recent meeting of farmers in Kansas City, by J. M. Wright of Waukesha, Wis. He boldly asserted that "40% of the price of wheat goes to grain men on the various boards of trade." Any man so gullible as to swallow that untruth is in need of a guardian. It seems ridiculous that any traveling exhorter, regardless of his past life and reputation, can, on a minute's notice gain the confidence and sympathy of any meeting of farmers, by outrageously maligning and misrepresenting those engaged in handling the farmers' products.

WIDE DISCREPANCIES in testing kettles and in the method of testing wheat are sure to result in many disputes and differences in the grain trade, so it will be to the great advantage of all concerned, for all members of the trade to compare their tests with those of others, in order that they may learn of existing differences in facilities or methods. Beginning with the new crop, more will depend upon the test weight of wheat than ever before, and no dealer without a dependable tester kettle will be able to buy wheat intelligently.

A WINDY SCOOPER operating at Rushville, Ind., and other stations in that neighborhood, is credited with being the direct cause of many brain storms among his farmer patrons. Not having any facilities for storing or preparing grain for market, nor any capital to pay for the grain, his patrons must wait until he gets his returns from the shipments. What the farmers say when he pays for their grain should be enough to discourage any receiver handling scooper shipments, if he wishes the patronage of regular elevator operators.

DUST EXPLOSIONS are becoming so common in all dust factories that extensive experiments are being conducted, as is told of on page 406 of this number, in the hope of determining the preventable causes contributing directly to these explosions. It has long since been learned that the clean, dustless house is in no danger of being destroyed by a dust explosion, and sad to relate, many of the elevators which are the dirtiest, dustiest places imaginable, continue to escape, altho their operators know full well that a spark or a flame is likely to obliterate the entire plant and its equipment at a moment's notice.

THE FRISCO Railroad has offered to rent grain plots along its right of way for \$1 per mile per year, in the hope of assisting in the much-needed reduction in the high cost of living, but at the same time the Frisco will join with the other railroads of the country in advancing the cost of sites for depots in which to handle bulk grain to any figure which the elevator man can be induced to pay. It is claimed by insurance men who have been asked to underwrite the hazards which elevator owners must guarantee the railroad company against before obtaining their lease, that this is worth at least \$200 a year. When this is added to the rental actually paid by the elevator owner, it amounts to more than the value of the land in many cases. Elevator men would be much better off were their houses built on their own ground. Then it would not be necessary for them to release the railroad company from liability for the destruction of the property.

RESERVES OF wheat on the farm and in country mills and elevators on March 1st, according to the Bureau of Crop Estimates, approximate 190,000,000 bushels. The reserves of other grain on the farms are given, but we are left in the dark as to the reserves of corn, oats and barley in country elevators. Judging from the many complaints received from operators of country elevators, the stocks on hand at shipping points must be larger than usual, notwithstanding the small crops grown in 1916.

SO MANY reports of bone dry conditions have come from the wheat fields of moisture is given to the winter wheat has not been widely circulated by men has been expressed that this information bers of the Crop Killers' Union. The facts of the matter are that thru the efforts of the Prohibitionists, these bone dry conditions have been extended to the throats of many members of the Crop Killers' Union, hence they are almost silent. Unless a bountiful supply of the winter wheat section, that wonder fields soon, many growers will reap a bountiful harvest of regrets.

OWNERS of new bulk handling elevators on the Pacific Coast are so delighted with the economies effected in the cost of bags and handling expense that reports indicate more bulk handling facilities will be erected in that section of the country this year than in all the years gone by. The high cost of bags and the scarcity of labor to handle bagged grain is helping to force the grain dealers of the northwest to give first consideration to the advantages of bulk handling elevators. Notwithstanding the high cost of building materials now prevailing, the bulk handling plant effects a great economy in the marketing of grain, and the dealers will not longer procrastinate.

THE HOSPITAL elevators of western Canada have obtained a new lease on life. On representations made by the Canadian Council of Agriculture, the Board of Grain Commissioners has suspended its orders cancelling the licenses of hospital elevators, and they are again operating, as usual. The Canadian Council of Agriculture is frank enough to admit that its action demonstrates the attitude of the farmers' organizations toward the hospital elevators. Thru the cleaning of dirty grain and the mixing of off grade grain, the grain hospitals have long provided a ready market for low grade grain, and farmers everywhere have profited by their operations, because thru their competition for such grain and their facilities for placing it in marketable condition, the poor stuff has commanded a much higher price than would have been obtainable in the absence of specially equipped handlers of off grade grain.



### Buying Stored Grain.

If the position taken by W. H. Stutsman, in his address which is quoted extensively elsewhere in this number, is tenable in the Northwest, then it behooves buyers of grain from country elevators in every market to investigate the methods of the elevator operator, in fact shipments from those who have no storage facilities may command a premium.

Buyers of central markets will look with considerable trepidation upon grain shipments from any section controlled by laws or regulations that may make it necessary for them to pay for the grain a second time. Mr. Stutsman, who has served the state of North Dakota for eight years as railroad commissioner, has no doubt given careful study to the laws of that state, else he would not undertake the prosecution of buyers of stored grain, in an effort to collect the price from them a second time, but it is quite certain that if he is able to force buyers of stored grain from country elevator men to pay the farmers also for the same grain, after the elevator man has failed, then he will start an agitation which will soon result in all country elevator men discontinuing the storage of grain for others.

The free storage of grain in many states has been the bane of the elevator man's existence, and all sufferers will be delighted when the practice is no longer countenanced. It has been claimed that the laws of North Dakota, South Dakota and Minnesota make it absolutely necessary that all operators of country elevators receive grain from whomsoever might offer it for storage, at the rates fixed by the state, and Mr. Stutsman, in his recent address, maintained that the elevator man must store grain for all customers willy-nilly. However, the gentleman inadvertently quotes a decision of the U. S. Supreme Court (14 Sup. Ct. Rep. 758) to the effect that "We do not understand this law to require the owner of a warehouse, built and used by him only to store his own grain, to receive and store the grain of others. Such a duty only arises when he chooses to enter upon the business of elevating and storing the grain of others for profit."

So it seems very evident that the elevator men of North Dakota who desire to keep their elevators for the exclusive handling of their own grain, are in no wise bound to store the grain of others at any price. It is up to them to say whether or not they shall confine their efforts to the handling and shipping of their own grain, or engage in the storage of grain for others.

It is not clear why anyone should desire to force country elevator men into storing grain for others, when they do not choose to do so, but it has long been the contention of the North Dakota State Railroad Commission that he must store grain for all comers. When the elevator men of the state have discontinued storing any grain not their own, distant buyers will not look with suspicion upon their offers and will be more likely to bid up for grain which they are sure will not be followed by a law suit and maybe a court order for them to pay for it a second time. In the interests of the grain growers, as well as the grain handlers of North Dakota, every effort should be made to

correct the false impression regarding the rights and duties of the elevator operator.

### The Car Situation.

Notwithstanding the prevailing pleasant weather, which has made it easy for the railroads to operate their transportation facilities to their utmost capacity, the adoption of regulations and agreements for car movement, innumerable embargoes and the enforcement of a rapidly increasing demurrage charge, cars are just as scarce as ever, and grain elevators everywhere are groaning under their heavy load, which the pleading petitions and virulent protests of their operators seem unable to relieve.

The congestion of shipping facilities, due to the threatening attitude of the German submarines, is not alone to blame. There are many other factors which contribute to the car shortage, notably the lack of sufficient labor to keep locomotives and rolling stock in condition to perform a maximum service. Then too, the threatening attitude of the labor unions and the law-makers has forced railway managers to pursue a policy of guarded retrenchment, which would not be considered were they given that encouragement for the promotion of their business to which they are fully entitled.

Grain elevator men everywhere are chary about filling their houses with high priced grain when cars are so difficult to obtain, and only the reckless and thoughtless shipper will enter into new contracts without making their fulfillment dependent upon their obtaining the cars necessary to shipment. So long as the uncertainty of shipping remains, grain buyers must necessarily work on a very wide margin to protect them against the wide fluctuations of the market.

### More Bins and Better Cleaning Facilities Necessary.

The establishment of government grades for wheat and oats, which are expected to be in force before the movement of the 1917 crops, is certain to make necessary the provision of more bins in country elevators, for the classification of grain bought, or else the installation of large capacity cleaning facilities, so that all grain received can be immediately cleaned and brought up to a uniform quality. In some sections of the country agricultural leaders have already inaugurated a move for the adoption of standard varieties well suited to the climate and soil, in the hope of increasing the production of the section, and also increasing the returns from the crop. Surely if the farmers of any district will produce only the better varieties and eliminate the many varieties which are of inferior quality and serve only to increase the cost of marketing the district's crops, the average price paid for grain from that section any crop year will be higher.

Possessors of well equipped cleaning elevators in terminal markets are now centering their efforts on raising grades of corn, altho they had not previously dealt in corn. The high prices prevailing for No. 2 insures unusual profits from the cleaning and careful separation of the inferior grain. If this work can be conducted so profitably in central markets, the operators of country elevators can well afford to install good machinery and

participate in the rewards of improving low grade grain. If the government establishes as many grades for handling rye, barley and flax as it has for corn and wheat, the careful handler of grain, who conscientiously classifies and cleans all receipts is sure to reap rich rewards from his efforts.

### Contract to the Lowest Bidder.

The president of the North Dakota Grain Dealers Ass'n, who is quoted elsewhere in this number, frankly admits that he has discovered it is not always best to give the contract for the new elevator to the lowest bidder. It seems that some of the barn builders and fly-by-nights of that section have delivered cheap, tumbledown structures, without making any reduction in the price.

A Michigan grain firm, writing us recently regarding contemplated improvements, said: "We could have the elevator put up by some of the silo contractors in this vicinity." While one experienced in the building of silos might be able to construct a number of silos which would stand without sagging or bursting, we would be the last one on earth to trust a contractor with silo experience with the construction of a grain storehouse. The lateral stress of stored grain, which is greatly increased when the grain is drawn out of the bin, is a factor foreign to the experience of silo builders, but worse than this, the silo builder does not understand the needs of the grain dealer, whose business demands that grain be received and loaded rapidly, in order to obviate delays and get grain to market in good condition, while the prices are right. The majority of silo builders have no knowledge of the reinforcing needed to safely store grain in tanks of different diameters and depths, neither do they understand how to erect self-cleaning bins or to construct an elevator leg which will clean out the boot and deliver the grain in its entirety to the bins desired. Even many of the barn builders who have been attempting to erect elevators for many years have not yet learned how to construct an elevator head, so what can you expect of a silo builder. It does not cost very much more to build a grain storehouse properly, and to arrange it so as to provide for the maximum convenience in operation, as well as the minimum expenditure of power and labor. The advantages of having an elevator properly arranged so far outweigh the saving apparently effected thru the employment of a cheap silo builder, that no grain dealer who expects to load out ten or more cars a year can afford to consider such "saving."

When grain dealers insist upon having complete plans and specifications made to suit all the needs of their business, there is more likelihood of their obtaining the elevator expected and wanted. It should not be overlooked that plans and specifications for a good foundation, basement and wagon pit are just as essential as full plans and specifications covering the construction of the superstructure and its equipment. Without complete plans and specifications for the entire plant and its equipment, no two persons can have exactly the same conception of what the grain dealer wants or what it is intended to give him, so it is but natural that many differences, disputes and much dissatisfaction arise.

LOADING CARS to the roof is a practice common with most grain shippers these days of car famines, but occasionally some shipper awakes to the fact that he has blundered, for the railroad company has charged him for a large amount of excess freight. Shippers who are unable to obtain car of the size ordered should specify on B/L size of car ordered, and if car is loaded to the roof so specify on the B/L; if loaded to the grain line so specify. Under the new minimum rules it is presumed that when a car is loaded to within three feet of the roof it is loaded to its full physical capacity. If more is put in, the inspectors cannot draw an average sample at destination, and this will delay the handling of the grain and the unloading of the car, so that it is much more profitable for the railroad to discourage loading to the roof than to tie up its cars.

## Government Elevators.

The Manitoba government owns a number of grain elevators, not because its grain dealers are backward about investing money in proper grain handling facilities, but because the politicians were willing to attempt to satisfy the whim of the grain growers for government ownership. After a pronounced failure in attempting to operate the houses satisfactorily, the government leased them, its rentals last year amounting to \$56,157. Inasmuch as the government has an investment of nearly \$1,200,000 in country elevators, and its bill for repairs and painting amounted to \$20,085, it is not profiting thru its investment in country elevators, neither does its report disclose that the grain growers are profiting from the government's investment in country elevators.

Last year the government sold six of its elevators for \$50,200 and nine old ones were dismantled and converted into four new elevators, at a cost of \$55,474. Three other houses were burned. At that rate it will take but a few years to wipe out the entire line of government elevators and also wipe out most of the money invested in the enterprise. No business whose management and policies are changed frequently is likely to attain success, and inasmuch as the men elected to office are not selected on account of their knowledge of the grain business, it does not seem likely that the government line of elevators will ever prove a financial success. The ever changing administrations and the occasional changing of parties in control of government properties would seem to forever preclude the possibility of any government earning expenses in any business enterprise. That government which confines itself to directing, to controlling, to governing a people, has ample work to keep it busy and a splendid opportunity to perform a real service for the people.

## Telegraf Company Liable for Error

Since the amendment of the Interstate Commerce Act in June, 1910, the telegraf companies have evaded their liability for damages due to errors in transmitting messages by the allegation that the clause on the telegraf blank limiting the sender's recovery to \$50 on an unrepeatable message is binding on the sender even tho he had no knowledge of it, as this clause is filed with the Interstate Commission in a tariff and all users of the wires are presumed to know the tariffs.

This view has not been seriously challenged until the recent decision of the Court of Civil Appeals of Texas in which a rehearing was denied Jan. 20, 1917, wherein C. W. Piper was given judgment against the Western Union Telegraf Co. for damages for negligent transmission of a telegram.

The facts are not in controversy. As filed the message read "I can buy a load of butcher steers for \$5.75." As transmitted it read "I can buy a load of butcher steers at \$2.75." The buyer to whom the steers were shipped refused to pay more than \$2.75 and the seller brot suit to recover his loss, \$662.70. In defense the telegraf company alleged:

"That by the act of Congress of the United States, approved June 18, 1910, Congress entered and assumed charge of regulating the field of interstate communication by telegraph, and conferred upon the Interstate Commerce Commission full power over the rates, charges, classifications, and practices of the telegraph companies, and that the Interstate Commerce Commission, prior to the time of the filing of this message, had knowledge of the rates, charges, and classifications established by appellant Western Union Telegraph Company, and at no time has it sought to change, modify, or disapprove the right of the appellant to charge different rates, but has recognized the right of appellant to charge a higher rate for a greater liability and a lower rate for a less liability.

"That in addition to the above appellant also pleaded that the message was valued at \$50 by the sender, and was delivered to it under a certain contract in writing by the terms of which it was provided that the liability of appellant could in no event exceed the sum of \$50; that the message was filed by the sender at a \$50 valuation, and the rate charged by appellant of the appellee was based on a \$50 valuation. That all of the appellant's ordinary rates and tariffs for the transmission and delivery of messages are based upon the assumption that the message is valued at \$50, or less, and that in case of a message filed at a specified sum in excess of \$50, it was, at all times mentioned, and still is, the rule, regulation, tariff, and practice of the appellant to charge and collect an additional sum to cover the increased risk of liability, which additional sum is based upon the valuation of the message, and is equal to one-tenth of 1 per cent thereof.

In this contention the telegraf company was supported by the decisions of the Supreme Court of the United States in *Brown v. W. U. Tel. Co.*, in which the clause limiting liability was held to preclude recovery for error, and in later decisions of the courts of Arkansas, Virginia, Oklahoma and Alabama; but the Court of Civil Appeals held

The act of 1910 ought not to be interpreted as manifesting an intent to assume control outside of and beyond the subject treated by Congress in regulations that can be fairly applied to telegraph companies and the character of transportation done by them. To do so is to impute to the Congress an oversight, or an inability to select ambiguous words to declare its purpose, and thus to leave as a heritage to the courts all the confusion and uncertainty involved in attempts to enforce regulations having but little, if any, application to the subject.

It has been the ruling of our own courts, as well as of others, that when one writes a message on a blank form furnished by a telegraph company, he is effected with notice of conditions printed upon the form. *W. U. Tel. Co. v. Edsall*, 63 Tex. 668. But it is a matter of common knowledge that such forms are generally furnished in pads glued together, with the conditions in fine print on the reverse or hidden side. It is not venturing too far to say that but few persons in the general haste of sending a telegram stop to read the printed terms on the back of the form furnished. Is it then unreasonable to suppose that Congress, in so carefully and explicitly providing that interstate carriers should publish and post in conspicuous places the rates and regulations, intended that the shipper or forwarder should have an open notice of all such rates or regulations in addition to that implied by law from the mere fact of signing the bill of lading or telegram?

The sender of the telegram in this case made no specific agreement limiting the liability of the telegraph company for the purpose of obtaining a lower charge. He was without actual knowledge of the alleged agreement, so far as appears in the evidence, and did not have that notice of it which, as we think, the law contemplates.

He delivered a simple message to be transmitted, the meaning of which was as apparent to the telegraph company as to the sender, and it is certainly difficult to see why the consequences of a failure to exercise due care in its transmission was not easily within the contemplation of the telegraph company. It could have but known, as it seems to us, that a mistake of the character shown in this case would necessarily result in a loss to the plaintiff of a greater sum than that to which it now seeks to have its liability limited.—191 S. W. 817.

## A Fireproof Elevator.

An elevator builder of more than passing enterprise, and a keen insight into the future, has issued a recommendation to country elevator operators that is really worthy of careful consideration, not only because of the clear specific character of his specifications recommended for the country elevator, but also because of the builder's conscientious effort not only to erect a fireproof plant, but to facilitate the extinguishing of fires which may occur within the plant.

Under the head of "Our Standard Specifications" the builder recommends building all concrete construction and equipping the plant with

Steel Wagon Dump Complete.  
Steel Elevator Legs.  
Steel Spouts for Grain and Dust.  
Steel Windows with Wire Glass.  
Rolling Steel Curtain Doors.  
Steel Roller Bearing Manlift.  
Steel Grain Cleaner with Roller Bearings.  
Cast Iron Steel Shelter with Roller Bearings.  
Automatic Scales with Steel Hoppers above and below.

All Shaft Supports of Concrete Beams.  
Easy access to be provided for all bearings.

All concrete surfaces, both inside and out, to be painted with pure white cement and all steel and iron to be painted light gray.

All debris to be removed from within and about the building.

Water barrel with two buckets to be installed on each floor.

The grain dealer with an elevator according to specifications outlined in the foregoing, would not get stoop shouldered carrying a long line of insurance on a house full of high priced grain, when cars are not obtainable, and if he kept his house clean and in order he would have little worry as to the danger of a fire.

When grain dealers commence to contract for new elevators in more precise specifications, and to watch more closely what is delivered to them on the contract, they will have more desirable elevators, elevators which they may be proud to own and operate.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Bin Signaling Device for Country Elevators.

*Grain Dealers Journal:* I have thought out an electric signaling device whereby the operator may determine into which bin the distributing spout is emptying grain. From a switch board have a small electric bulb for each bin, wires go to the bins. When the spout is moved to one of these bins an electric circuit is formed, and by pressing a switch button at the board, a light is shone in the proper bulb. Each bulb is numbered to represent a bin.

In the accompanying drawings, Fig. 1 is a drawing of the entire apparatus, showing the spout, the bin, the board of light bulbs, batteries, and the wires. A is a wire leading to the distributing spout; b is the wire leading to the bin standards, each of which has a separate wire leading to it. C represents the batteries; d the electric switch button; and e the board of bulbs.

Fig. 4 is an enlarged drawing of a portion of Fig. 1, showing the method by which the contact is made between spout and bin. I would suggest a piece of  $\frac{1}{4}$  inch gas pipe to project from the spout to carry the wire. The copper connection, h, at the end of the pipe, is shown in Fig. 2. The wire comes down the spout and enters the pipe at a tee, j, and then attaches to the copper end, h. i is a copper attachment on an upright of the bin, and from it a wire, b, runs to the light bulb board. K is a bracing eye for the wire to pass thru, and l and m are floor flanges.

When the spout is moved to any bin, the contact point, h, on the end of the spout, forms a contact with i, creating a circuit; and by pressing the switch button, d, a light is made in the bulb corresponding to that bin.

Should any elevator operator desire to install one of these devices, I would be only too glad to help him all I could by correspondence.—W. A. Clark, Barber, Mont.

### No Opportunity for Leakage of Crop Information.

*Grain Dealers Journal:* My attention has just now been called to a communication from Messrs. R. C. Hemphill & Co. of Birmingham, Ala., which stated that "The effect of the Government crop reports on the grain market is invariably fully discounted before the report is given to the public," suggesting the possibility of a leak, and adding that "The opportunity for leakage in crop information exists, and an investigation would be very beneficial to the country at large, if it would help to prevent the sub rosa circulation of information in advance of its public announcement."

As one charged with the responsibility of preventing leaks in the crop reporting service I want to say that if Messrs. Hemphill & Co., or any other firm or citizen of the United States, is familiar with the organization and methods of

the crop reporting service or with the laws and regulations under which the Government crop reports are prepared and issued, and will point out any specific loophole for a leakage of crop information in advance of publication, he will be doing me a personal favor by communicating with me, and I can assure you that prompt steps will be taken to remedy any defect. We feel that the holes are so well stopped up that there is absolutely no "opportunity for leakage in crop information."

Every charge, rumor or suggestion of a leak that has come to my notice for several years has been run down and in every instance the one who originated the canard had to admit that he was merely surmising and did not know what he was talking about. I therefore invite the firm in question, or any other firm or private individual who thinks he knows of a leak in connection with any Government crop report within the past three or four years, to submit to the Bureau of Crop Estimates, United States Department of Agriculture, Washington, D. C., a specific statement of the same, giving the subject, the approximate date, and the name or names of the men who are alleged to have obtained advance information.

The facts regarding the organization and system of preparing and issuing Government crop reports can be obtained by any one sufficiently interested to write to the Bureau of Crop Estimates for its Circular No. 17.

Briefly, the Government crop reports are prepared by a Crop Reporting Board sitting in locked rooms, with guards stationed at the outer doors, with telephones disconnected before the Board convenes, and with no means of communicating with any one outside of the Board room. Their conclusions are based upon reports by States from (1) 30,000 or more Township Reporters, (2) about 3,000 County Reporters, (3) many thousands of special reporters, (4) a Field Agent in each State, and (5) Crop Specialists (in all about 150,000 reporters). The reports relate to the first of the month and the crop report is prepared and issued on the 7th or 8th of the month, depending on the occurrence of an intervening Sunday or holiday. The individual reports, therefore, can not be mailed in the States until the first or second day of the month and are not all received in the Washington office until the 5th, 6th or 7th. As fast as received they must be sorted by counties, districts and States, tabulated, added, weighted (i. e., counties producing five times as much of a given crop as another county are given five times the "weight" in determining the average), and the totals must be averaged.

In the case of speculative crops (corn, wheat, oats, rye, barley and cotton) the totals and averages for States are not known even to the clerks engaged in adding the figures, the sheets on which the individual reports are entered being cut into sections which are identified by numbers only and the sections are distributed among different clerks.

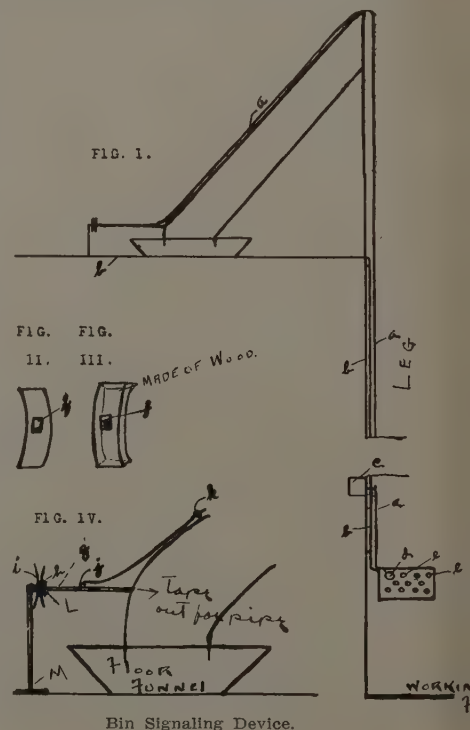
The reports of Field Agents and Crop Specialists relating to speculative crops are placed as received with seals unbroken under lock and key in the Secretary's private office and the seals are broken only in the presence of the Crop Reporting Board on the morning of crop report day.

Telegraphic reports from the Field Agents and Crop Specialists are in cipher,

are kept under lock and key in the Secretary's office, and do not come into the possession of the Bureau of Crop Estimates until delivered to the Crop Reporting Board with the written reports.

The data are not available and the conclusions of the Crop Reporting Board are not reached until shortly before the hour and minute set in advance for the issuance of the report. The members of the Board are in fact prisoners until a few seconds before the report is issued, and during the few seconds which elapse between the unlocking of the doors and the issuance of the report the Secretary or Acting Secretary of Agriculture is personally present. It is clearly impracticable, therefore, for any one at the Washington office to take part in the alleged "sub rosa circulation of information in advance of its public announcement."

Probably it is not generally known that Section 123 of the Penal Laws of the United States, approved March 4, 1909, provides a fine of not exceeding \$10,000, or imprisonment for not more than ten years, "or both," for any "officer or employee of the United States or a person acting for or on behalf of the United States, in any capacity under or by virtue of the authority of any Department or office thereof," who shall give out in advance "any information which might exert an influence upon or affect the market value of any product of the soil grown within the United States," or who shall "directly or indirectly speculate in any such product," or who shall "knowingly compile for issuance, or issue, any false statistics or information as a report of the United States." Of course, any employee found guilty under this statute would also lose his position and suffer penalties and inconveniences involved in conviction for a penitentiary offense. Every employee in the Bureau of Crop Estimates is required to read and sign a copy of this statute and the



regulations governing the issuance of crop reports annually.

Occasionally some one bobs up with the statement that a crop report of the Bureau has been discounted by members of an exchange and suggesting a leak. That the crop reports are sometimes discounted in advance and forecasted very closely by members of exchanges is a matter of common observation. Two explanations are possible: First, that advance information has been given out, directly or indirectly, by some one connected with the Department. This is the explanation that most readily occurs to any one who knows nothing of the law, the regulations, and the system of collecting information and preparing and issuing the reports, which make it impossible for advance information to be known or to be given out before its official publication.

The second explanation is that in every market there are dealers and brokers who buy and sell in large quantities in the grain and cotton exchanges of the country, who make a special study of crop conditions and prospects, and go to considerable expense to obtain reliable information through crop experts employed by them or through various connections, besides watching the Government reports very closely, and who in time become very expert in judging the value of crop information that comes to them. When many expert men of this kind compare notes and combine their judgments, it is not strange that the consensus of opinion will closely approximate the Government report several

hours, or perhaps several days in advance. Nor is it strange that occasionally some one man hit upon the exact figure adopted for a certain crop by the Government. By the law of chance this is bound to happen occasionally.

It would be exceedingly strange, on the other hand, if men who have good sources of information, who are financially interested, and who for many years have been following conditions closely, should not arrive at practically the same conclusions as the crop specialists of the Department of Agriculture. On purely theoretical grounds, therefore, if our system of crop estimating did not give results strictly comparable with the consensus of trained opinion and experienced judgment of the best informed men who are financially interested in the subject, I would be inclined to think that our system was defective and badly in need of revision.—Very truly, Leon M. Estabrook, Chief of Bureau of Crop Estimates, Dept. of Agri., Washington, D. C.

## Corn at \$2,621.84 per Carload.

*Grain Dealers Journal.* We today received at our Argo factory, a car of corn, the proceeds of which seem to establish a record. Car O. S. L. 10476, received off the Illinois Central R. R., contained 2,427.48 bu., and the net price, which we have today paid to James E. Bennett & Co., amounted to \$2,621.84.—Very truly, Corn Products Refining Co., Frank G. Coe, Manager Grain Dep't, Chicago, Ill.

A NEW RAILROAD company in Oklahoma has been incorporated to build a road from Fairmount to Bliss, a distance of 85 miles, and thence to Tonkawa, about 10 miles. Plans are held up for the present awaiting developments of prospective oil fields thru which the line runs. The name of the company is Enid & Northwestern.

"Dust Explosions" will be the subject of a lecture by David J. Price at the Sherman House, Chicago, Mar. 16, to which those connected with the grain trade and milling industry will be admitted free of charge by the American Chemical Society, under whose auspices the lecture is given. Mr. Price, formerly of the Bureau of Mines, and now of the Bureau of Chemistry, U. S. Dept. of Agriculture, has given several years of study to the phenomena of dust explosions with a view to their prevention. His lecture will be illustrated with moving pictures.

INDIA'S monopoly of jute production may be broken if a Scandinavian group of capitalists succeed in securing from the ministry of agriculture of Argentina a concession of fiscal lands in the territory of Formosa, on the Pilcomayo River, on which it intends to erect a large factory for the manufacture of fibrous textiles. The results of experiments carried out on a fiber obtained from the plentiful wild "chaguar" plants compare very favorably with the jute. In the event that the "chaguar" is ever exhausted, plans already have been made to establish immense plantations of agave and similar plants used in Europe in manufacturing fiber for hessians and bags.



A Short Platform Track Scale is Considered "Adequate Weighing Facilities" by the Railroads Regardless of the Weather.



## Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Proper Speed of Head Pulley?

*Grain Dealers Journal:* What is the proper speed for the pulley in the head of our elevator to get the maximum discharge of grain? The pulley is 36 inches in diameter and the buckets are 11 inches apart.—Roberts & Pearson, Maquon, Ill.

**Ans.:** The proper belt speed of a 36-inch head pulley is 355 feet per minute or 28 revolutions per minute. The standard distance of the cups from each other when a pulley of this size is used is 14 inches.

### Judgment Reversed in Compulsory Arbitration Case.

*Grain Dealers Journal:* What has been the final disposition of the lawsuit bearing on the subject of compulsory arbitration as provided under the Buffalo Chamber of Commerce rules and opposed by a non-member?—P. F. Chapman.

**Ans.:** The U. S. Circuit Court reversed the judgment for damages of \$2,000 to Richard S. Patterson, of Wilkes-Barre, Pa., against several members of the Buffalo Corn Exchange on the ground that there was no direct evidence of conspiracy. This case was referred to on page 1036 of the *Grain Dealers Journal*, Dec. 25, 1916.

### Contract Binding When Confirmed by One Party.

*Grain Dealers Journal:* Feb. 19 a broker called us up over the long distance telephone and named us some very attractive prices and we told him we would try to pass him an order for a mixed car. He insisted that we give him the order then, but we told him we did not know how we would want it divided. He then insisted that we let him book the order and give him specifications later, which we did. He confirmed the sale by letter and asked for specifications. We made out specifications Feb. 28 and mailed same Mar. 1. Mar. 2 we received a letter from him stating that we had not confirmed and he had canceled the sale. We wired him that we could not accept cancellation of his confirmed sale, that specifications had been mailed. He answered that we had refused to confirm and he refused to ship. We wired back that he may reduce each item on our specifications to make minimum car and ship at once—otherwise would have to buy in for his account.

We claim that we gave specifications in reasonable time on the basis the order was booked, as we stated that we at that time did not know how we wanted the car divided, and as soon as this was determined we gave the specifications.

All the seed we bot has advanced materially and we will have to buy at much higher prices, and think the party who sold us the seed should pay the difference. Will the *Journal* kindly give us its opinion on this matter?—B. E. Miller, mgr., the B. E. Miller Seed Co., Carlton, Tex.

**Ans.:** The Texas law expressly provides that a verbal contract made over the phone is valid if it is to be performed

within one year from date. Consequently buyer will have standing in court and can use the confirmation sent him by seller to prove what was intended. Seller will have no defense unless the specifications requested by buyer were not allowable under the terms of the contract as first understood; that is to say, the buyer could not in sending the specifications add any conditions not contemplated by the seller in the first place.

Furthermore under the law of Texas buyer can bring suit in his own county, as the delivery was to be made there.

### Form of Loading Notice to Railroad.

*Grain Dealers Journal:* In an issue of the *Grain Dealers Journal* a short time ago appeared a discussion of the question of weights, as affecting the grain trade, under the Pomerene bill, and shippers were advised to give blanket notice to their agent to ascertain the weight of grain to be loaded. In what number did this appear?—Westbrook Grain & Milling Co., Pine Bluff, Ark.

**Ans.:** A "Form of Loading Notice to Railroad" and a letter explaining it was published in the *Grain Dealers Journal* Jan. 10, 1917, page 48. Other forms or suggestions will be welcome.

### Would Elevator Men Rent Car Unloaders?

*Grain Dealers Journal:* I have been watching with considerable interest the various activities in the unloading of box cars. We have also watched the workmen in the cars, unloading grain by the present method of power shovels.

Twenty years ago grain men cheerfully paid for the equipment which would put power behind the hand shovel and so enable the grain man to make the shovel bigger.

Now we are told that the shovel is to be ditched and that if you press the button the unloader will take the car, dump it of its contents, and all with the attendance of one man instead of three or four.

I believe that an unloader could be made to dump 5 to 10 cars an hour and work with a moderate amount of power. I am wondering if the grain trade would pay \$10,000 towards the installation of such a machine and agree to pay 10c royalty per car emptied, with a minimum of cars emptied to pay an annual minimum rental fee of, say, sixty cents to a dollar per day.

Replies along these lines would be very interesting and probably be such that we can publish, without giving names, the general impressions that we receive.

Any light or opinions on this point will be greatly appreciated by M. A. C.

### Extermination of Weevil in Wheat.

*Grain Dealers Journal:* Has the *Journal* any suggestions for the extermination of weevil in wheat?—W. K. Lawyer, Macomb Grain, Fuel & Supply Co., Macomb, Ill.

**Ans.:** The best way to exterminate weevil in elevators has proven to be by the use of carbon bisulfide, altho the application of hydrocyanic acid is also recommended. First clean the elevator thoroughly, sweeping the walls, ceiling and floors and removing all refuse. In using carbon bisulfide, it is necessary to make the elevator as air tight as is possible. The bisulfide of carbon is then poured on top of the wheat in the bin or tank, and it evaporates, the heavy gas sinking thru the grain and killing the insects. This chemical is very poisonous, and care should be exercised when using it that the user does not get overcome. When mixed with air it is explosive, and all fires and lights should be kept away from it. After its use the elevator should be thoroughly aired before entering. Use 1½ lbs. to each 1,000 cu. ft. of space.

Hydrocyanic acid gas is more deadly poison than carbon bisulfide, and extreme care should be exercised in its use. It is generated in crocks containing dilute sulphuric acid into which lumps of cyanide of potassium are dropped, and will kill all of the insects as well as humans. About three applications, two weeks apart, are necessary to kill all of the weevils as, like all other insects, their eggs are many and they hatch fast. A room 20x30x10 ft. requires 53 oz. of cyanide 80 oz. liquid measure of sulphuric acid and 120 oz. of water.

### Is Grain Stored in Elevators Subject to Taxation?

*Grain Dealers Journal:* I have been told by an old grain firm in Illinois that grain in a country elevator is not subject to taxation as it is considered grain in transit. Owing to the shortage of cars, I have a large amount of grain on hand. If it is just for me to pay taxes on it I of course will do so, but if it should not be taxed I would like to know it. Can the *Journal* give me any information on this subject?—K. A. Harper, Potomac, Ill.

**Ans.:** This question was decided by the Supreme Court of the United States on Feb. 24, 1913, as reported in the *Grain Dealers Journal*, in the suit by E. R. Bacon to set aside the tax on grain in the Wabash Elevator at Chicago on the ground that the grain was in transit.

The court affirmed a decision of the Supreme Court of Illinois holding the grain taxable, and the facts on which the decision is based are the same as in the case of a country grain elevator in Illinois.

The court held that grain in transit is exempt from local taxation, but to be thus exempt it must be actually in transit in the custody of the transportation company. The court said "It seems to us untenable to hold that a crop or a herd is exempt from taxation merely because it is by its owner, intended for exportation."

### Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.									
	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 2.	Mar. 3.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.
Chicago	177½	181¼	182¾	184¾	188¾	188½	190½	187½	188½	187½
Minneapolis	179½	179¾	181¾	181¾	186½	190	189½	191½	188½	189½
Duluth	180½	180½	183¾	185¼	186½	190¼	190	191½	189¼	190¼
St. Louis	177½	180½	180½	182¼	184	188¼	187¾	189½	186½	188
Kansas City	176½	179½	180¾	180¾	182½	186¼	185	186½	183½	184½
Milwaukee	177½	177½	181¼	182¾	184¾	188¾	188¼	190¼	187½	188¾
Toledo	194¾	194¾	198¼	200	202	205	203½	206	203	204
Baltimore	197¾	197¾	201¾	203½	204¾	208¾	207¾	210¼	206¾	207¾
Winnipeg	176½	177	179¾	180½	182½	186	186¾	188¾	186¾	187½
	MAY CORN.									
	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 2.	Mar. 3.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.
Chicago	100½	102	102½	105½	107¼	106¾	108¾	107¼	108¾	109¾
Kansas City	98½	99¾	99¾	99	102½	104¼	103¾	105¾	104¾	105¾
St. Louis	101	102½	102½	102½	105½	107¾	106¾	108¾	107¾	108¾

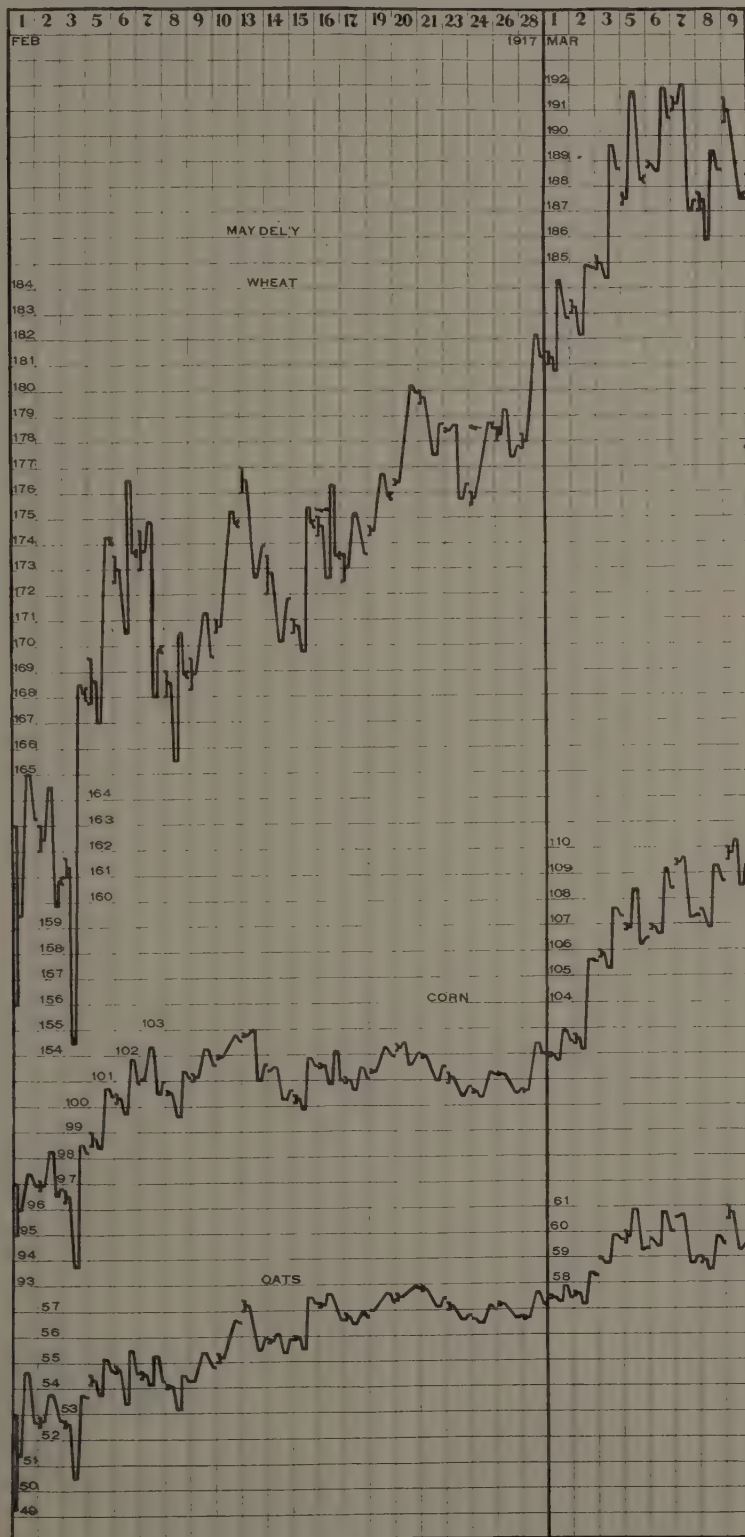
\*No. 2 Red Western.

Oil produced in Pennsylvania was stopped in transit and stored at Memphis, Tenn., for distribution into Arkansas; yet the court held it was taxable at Memphis because it was not in movement.

WE LIKE the Grain Dealers Journal.—J. A. Gilbert, Waco, Neb.

SHIPS ARRIVING in Rotterdam harbor from Feb. 25 to Mar. 3 were only 7 as compared with 57 in the corresponding week last year and 197 in that week of 1914. Ships arriving at Amsterdam were only 5 as compared with 26 last year.

Opening, High, Low and Close at Chicago since Feb. 1.



## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

.....84024 passed thru Sterling, O., Mar. 8, eastbound on the B. & O., leaking shelled corn badly. Could not get initials of car.—Sterling Elevtr. Co.

C. & N. W. 67586 is sidetracked at Ashton, Ill., Mar. 7, with one end of floor badly smashed. Car was leaking quite a little wheat. Drawbar was pulled out and replaced and car again crippled. It will probably necessitate a transfer.—L. J. & R. W. Jeter.

Ill. Cent. 33660 passed thru Prairie City, Ia., Mar. 5, leaking yellow corn on account of short floor boards. Plugged it with paper and tacked board over it.—Prairie City Grain & Stock Co.

Mo. Pac. 82416 passed thru Mineral, Ill., Feb. 27, eastbound on C. R. I. & P., leaking grain at side of car.—J. W. Butler, mgr. Mineral Grain Co.

U. P. 71746, loaded with wheat, was wrecked on St. J. & G. I. R. R., at Belvidere, Neb., Feb. 24. Quantity of wheat was lost.—A. G. Burruss.

.....203554 was set out at Utica, S. D., Feb. 21, in bad order. Railroad report was hot box but the doorpost is broken.—E. Koenig Elevtr. Co.

C. & N. W. 112646 passed thru Germania, Ia., Feb. 6, leaking barley at end of car, which was smashed. Billed from Brandt, S. D.—C. L.

U. P. 73553 passed thru Shadeland, Ind., eastbound, Feb. 14, leaking wheat in a stream over rear trucks on side of car. Had no chance to repair as train did not stop. Notified agt. at Lafayette, who said he would report it to car repairers when train reached that point.—W. F. Noble, with Robert Alexander.

R. I. 28411, loaded with shelled corn, was wrecked a short distance west of Brooklyn, Ia., Feb. 18. Transferred to another car on Feb. 19.—Brooklyn Lumber & Grain Co.

L. & N. 65189 passed thru Granville, Ill., Feb. 17, eastbound on C. M. & St. P. R. R., leaking corn at side door.—H. L. Dysart, mgr. Farmers Elevtr. Co.

G. N. 12480 passed thru Hamlet, N. D., Feb. 15, eastbound, leaking wheat at side door.—John Kneisel, mgr. John Kneisel Elevtr. Co.

D. T. & I. 7485, loaded with barley, on siding at Keystone, Ia., Feb. 14, with a broken floor. Three large piles of barley in the yard, containing about 200 bus. in all.—Carl R. Morse, agt. King-Wilder Grain Co.

### Coming Conventions.

Mar. 19, 22.—Mill and Elevator Mutual Fire Insurance Field Men's Ass'n at Chicago.

May 9, 10.—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CALIFORNIA.

San Francisco, Cal., Mar. 2.—Small cargo of Australian wheat was received here recently; a few cargoes were reported, some time ago, being worked from Australia to the coast.

## ILLINOIS.

Decatur, Ill., Feb. 27.—Lots of shelled corn still in elvtr. that will run into germinating season and cause trouble.—Powell Grain Co.

## IOWA.

Havelock, Ia., Mar. 8.—Car situation has been very bad here this season; have not had 1/10 as many cars as we could have used to handle the grain that we bot; there is 200,000 bus. of grain in this locality to go to market and at the rate we are getting cars, will not get it moved in time for the 1919 crop.—W. E. Chinn, mgr. Farmers Coal & Grain Co.

## KANSAS.

Medina, Kan., Mar. 7.—We are shipping in corn at this place and Newman.—Farmers Elvtr. Co., Perry.

Alton, Kan., Mar. 6.—Not over 5% wheat back in farmers' hands; no corn last year; we are shipping corn in for home demand.—F. W. Gaunt Grain Co.

Kingsdown, Kan., Mar. 5.—Very little wheat in farmers' hands but elvtrs. are full; still suffering from car shortage.—F. S. Rickner, mgr. C. D. Jennings Grain Co.

## MINNESOTA.

Minneapolis, Minn., Mar. 2.—A car of wheat arrived today; grown somewhere along the Sungari River in Manchuria. It was feed wheat, not fit for milling.

Porter, Minn., Mar. 5.—At present we are turning out more grain than is coming in; this is apt to continue for some time as high prices have induced farmers to dispose of any surplus of all kinds of grain, especially corn.—G. O. Miller.

Duluth, Minn., Mar. 6.—The receipts of bonded grain in this market are running better than 100 cars daily, and are expected to continue at this rate up to the opening of navigation. Elvtrs. here, at the present time, hold 5,100,000 bus. of grain, the bulk of which is wheat and oats.—Sec'y Board of Trade.

## MISSOURI.

St. Joseph, Mo., Mar. 7.—Receipts have fallen off last 10 days on local market due to arbitrary car order enforced by the railroads. It is almost impossible to get empties to load and the roads will not allow the elvtrs. to use the cars they unload unless they conform strictly with their order.—Allan T. West, ass't sec'y Grain Exchange.

## MONTANA.

Big Sandy, Mont., Mar. 5.—Estimate that there will be about 1,000,000 bus. of grain marketed here for the season.—W. A. Schurmann, mgr. Farmers Produce Co.

Big Sandy, Mont., Mar. 5.—From Oct. 15 to date the 4 elvtrs. here, with a capacity of 100,000 bus., have been filled to capacity and are closed today for the want of cars. About 250,000 bus. wheat still in farmers' hands. Was a common sight in December to see 250 to 300 loads of wheat in street waiting for cars; about 5 years ago there had never been a load of wheat marketed here.—J. A. Mahood, agt. Rocky Mountain Elvtr. Co.

Comanche, Mont., Feb. 24.—Very little wheat left in farmers' hands.—J. G. Geiken, mgr. State Elvtr. Co.

## NEBRASKA.

Franklin, Neb., Mar. 7.—Shortage of cars very bad for grain movement.—N. E. Galley.

Exeter, Neb., Feb. 27.—Have suffered greatly on account of car shortage.—W. W. Kimberley, agt. Central Granaries Co.

Ceresco, Neb., Mar. 5.—Our elvtr. is full of grain, as all others are; no cars to move grain.—Mont Robb, mgr. Farmers Elvtr. Co.

Waco, Neb., Mar. 3.—Car shortage is worst in years; some corn, wheat and oats in farmers' hands; movement will be light as farmers will soon go to work.—J. A. Gilbert.

Roca, Neb., Feb. 14.—Quite a little grain still to be marketed around here; have considerable trouble to secure cars just as needed.—Robert W. Jark, mgr. Roca Grain & Coal Co.

Nebraska, Mar. 1.—We find on this date 28.3% of wheat remaining in all positions in Nebraska, of which 14%, or 9,520,000 bus., is held back on farms, using 68,000,000 bus. as the wheat yield for 1916. Reports show 687 country elvtrs. and mills contain 4,723,900 bus.; 300 elvtrs. and mills not heard from are estimated as containing 3,000,000 bus. We figure that 200 country houses operated outside of Omaha, by Omaha firms not reporting to us, at an average of 10,000 bus. each, or a total of 2,000,000 bus., making a grand total held in all elvtrs. and mills in state, outside of Omaha, 9,723,000 bus., or 14.3%; a grand total held in all position in Nebraska on Mar. 1 of 19,243,900 bus.—Logan Bros. Grain Co., Kansas City, Mo.

## NORTH DAKOTA.

Drake, N. D., Feb. 24.—Very little grain moving.—H. F. Heimerdinger, sec'y-treas. Drake Mfg. & Grain Co.

Hurdsfield, N. D., Feb. 27.—This N. P. branch has been blocked since Jan. 24 and not expected to open for several days yet.—M. G. Blake.

## OKLAHOMA.

Camargo, Okla., Mar. 6.—No grain moving now.—S. N. Lawrence.

Oklahoma City, Okla., Mar. 1.—Farmers still have on hand 27% of corn, 5% of wheat, 18% of oats; having consumed and marketed during past month as follows: corn 11%, wheat 2%, and oats 5%.—Frank M. Gault, pres. State Board of Agriculture.

## OREGON.

Portland, Ore., Mar. 3.—Grain shipments of Portland and Puget Sound dropped from 23,739,269 bus. to 8,213,022 bus. in the comparative shipments for the first three-quarters of the shipping season. Figures for February show that conditions in the export trade never were worse. The shipments for the month from the Pacific Northwest by water amounted to 772,734 bus., including flour. California buyers took the greater part of these shipments. Both Portland and Puget Sound will load a grain ship this month.—D.

## SOUTH DAKOTA.

Owanka, S. D., Mar. 6.—Grain receipts light.—J. H. Borin, mgr. Farmers Elvtr. Co.

## WISCONSIN.

Grantsburg, Wis., Feb. 24.—Not much grain moving; crop was small last year.—J. W. Wagman, mgr. Hickerson Roller Mill Co.

## WYOMING.

Thermopolis, Wyo., Feb. 26.—Grain movement slack at this season of year but good chance for it to revive; lots of corn being fed to sheep and oil cake to cattle; corn holds steady at around \$1.98 per cwt.; oats, \$1.90 to \$1.93; wheat around \$1.65 per cwt.—H. F. Wallace, mgr. Stone Front Grain Co.

## Wheat Movement in February.

Receipts and shipments of wheat at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	8,008,750	11,685,230	1,634,610	3,372,120
New York	5,185,800	.....	6,218,518	.....
Winnipeg	4,922,000	11,689,200	.....	.....
Kan. City	3,044,250	5,687,550	3,576,150	5,788,100
Chicago	2,785,000	7,407,000	2,502,000	6,836,000
Baltimore	2,508,910	3,077,972	1,834,214	3,031,794
St. Louis	2,480,640	3,348,535	1,910,650	2,631,670
Duluth	2,040,139	3,995,088	220,583	640,121
Omaha	1,410,600	2,953,200	1,321,200	2,844,000
Milwaukee	482,500	421,250	593,993	441,257
Cincinnati	442,790	880,215	283,469	643,831
Toledo	179,400	505,000	164,500	167,800
Indianapolis	29,000	216,000	10,000	31,000
San Francisco	(tons)	7,387	8,594	.....
New Orleans	.....	.....	1,429,045	2,554,710

## Corn Movement in February.

Receipts and shipments of corn at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	7,345,000	15,673,000	3,222,000	5,425,000
Baltimore	3,133,071	2,804,313	2,341,917	2,137,924
St. Louis	2,381,310	1,778,530	1,602,020	864,090
Indianapolis	2,055,000	2,669,000	1,124,000	741,000
New York	1,913,900	.....	1,678,462	.....
Omaha	1,893,600	3,556,800	1,404,700	2,927,100
Cincinnati	1,605,004	910,918	682,634	185,811
Minneapolis	1,285,140	1,208,050	970,940	620,750
Kansas City	1,221,250	3,400,000	701,250	1,906,250
Milwaukee	1,058,000	1,769,700	782,545	846,994
Toledo	314,400	787,200	175,800	216,600
San Francisco	(tons)	579	484	.....
New Orleans	.....	.....	422,900	664,083

## Oats Movement in February.

Receipts and shipments of oats at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	6,964,000	11,689,000	4,968,000	9,255,000
Winnipeg	3,595,800	4,380,350	.....	.....
New York	2,636,000	.....	1,505,186	.....
St. Louis	1,570,800	1,608,600	1,564,270	1,021,630
Minneapolis	1,390,130	3,417,080	1,802,150	2,785,890
Baltimore	1,323,829	1,323,649	1,368,153	1,310,159
Milwaukee	1,297,200	3,212,900	1,445,239	4,320,892
Duluth	1,203,134	1,152,047	26,942	85,502
Omaha	759,900	771,800	805,500	850,500
Indianapolis	558,000	976,000	441,000	439,000
Cincinnati	495,573	659,145	343,127	463,156
Kansas City	367,200	443,700	991,500	249,000
Toledo	232,800	320,000	209,300	294,900
San Francisco	(tons)	4,547	1,735	.....
New Orleans	.....	.....	74,175	41,885

## Rye Movement in February.

Receipts and shipments of rye at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Baltimore	711,031	824,358	986,643	1,263,637
Chicago	251,000	444,000	299,000	274,000
Minneapolis	168,440	418,020	156,600	187,740
Milwaukee	79,355	263,702	63,800	312,311
Cincinnati	53,730	64,804	37,516	20,317
St. Louis	45,160	71,500	52,180	65,730
Duluth	40,080	12,952	18,857	19,839
Kansas City	37,400	30,800	14,300	22,000
New York	36,250	.....	39,400	.....
Omaha	31,900	71,500	39,000	82,000
Toledo	3,600	1,000	3,200	5,100
Indianapolis	2,000	7,000	4,000	5,000

## Barley Movement in February.

Receipts and shipments of barley at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
New York	1,569,950	.....	447,452	191,618
Chicago	1,576,000	2,884,000	479,000	1,325,000
Minneapolis	892,010	3,155,970	1,151,200	2,631,480
Milwaukee	885,500	1,829,420	189,816	784,003
Duluth	341,204	239,442	9,994	183,217
Baltimore	220,545	483,216	394,961	433,660
Winnipeg	214,500	379,350	.....	.....
Omaha	106,000	95,200	59,000	38,020
Kansas City	85,500	399,000	102,700	284,700
St. Louis	75,200	78,400	5,850	17,130
Cincinnati	64,700	261,380	1,559	4,728
San Francisco	(tons)	4,970	19,382	.....
Toledo	.....	2,000	.....	.....
New Orleans	.....	.....	200	.....

## Government Report of Reserves.

Washington, D. C., Mar. 8.—The Crop Reporting Board makes the following estimate of farm reserves on Mar. 1:

**Corn.**—About 789,416,000 bus., or 30.6% of the 1916 crop, against 1,116,559,000 bus. or 37.3% of the 1915 crop on farms March 1, 1916, and 910,894,000 bus., or 34.1% of the 1914 crop on farms March 1, 1915. About 17.6% of the crop will be shipped out of the counties where grown, against 18.7% of the 1915 crop and 18.6% of the 1914 crop so shipped. The proportion of the 1916 crop which is merchantable is about 84.0% (equivalent to 2,169,725,000 bus.), against 71.1% (2,127,965,000 bus.) of the 1915 crop and 84.5% (2,259,755,000 bus.) of the 1914 crop.

**Wheat.**—About 101,365,000 bus., or 15.8% of the 1916 crop, against 244,448,000 bus., or 23.8% of the 1915 crop on farms March 1, 1916, and 152,903,000 bus., or 17.2% of the 1914 crop on farms March 1, 1915. About 56.6% of the crop will be shipped out of the counties where grown, against 61.7% of the 1915 crop and 60.7% of the 1914 crop so shipped.

Wheat held in country mills and elevators on March 1 is estimated to be 89,614,000 bus. (14% of 1915 crop), compared with 155,027,000 a year ago, 85,955,000 two years ago, 93,627,000 three years ago and 118,400,000 bus. four years ago. These estimates are based upon reports to the Bureau of Crop Estimates.

**Oats.**—About 393,985,000 bus., or 31.5% of the 1916 crop, against 598,148,000 bus., or 38.6% of the 1915 crop on farms March 1, 1916, and 379,369,000 bus., or 33.2% of the 1914 crop on farms March 1, 1915. About 28.3% of the crop will be shipped out of the counties where grown, against 30.1% of the 1915 crop and 29.4% of the 1914 crop so shipped.

**Barley.**—About 32,841,000 bus., or 18.2% of the 1916 crop, against 58,301,000 bus., or 25.5% of the 1915 crop on farms March 1, 1916, and 42,889,000 bus., or 22.0% of the 1914 crop on farms March 1, 1915. About 43.4% of the crop will be shipped out of the counties where grown, against 43.2% of the 1915 crop and 45.1% of the 1914 crop so shipped.

SHIPBUILDING by United States interests has grown to impressive magnitude, contracts now being in force for the construction of 717 ships, at a total cost of \$675,000,000.

A PRACTICAL POOL of cars among the lines represented was the result of a meeting of the transportation officers of the principal Texas lines held at Dallas, Tex., Feb. 19. This is expected to bring about a great saving in switching and empty haul, which is necessary when the ownership of cars is strictly respected under the car service rules.

## Exports of Grain Weekly.

	Wheat.	1915.	1916.	Oats.	1915.
July 4, '14, to July 3, '15:	314,473,000	192,348,000	101,585,000	17,702,000	
July 3, '15, to July 1, '16:	356,036,000	305,441,000	125,709,000	101,628,000	
July 8:	7,071,000	1,830,000	2,570,000	2,410,000	
July 15:	7,963,000	2,049,000	4,299,000	2,829,000	
July 22:	8,327,000	1,548,000	3,411,000	2,680,000	
July 29:	8,891,000	3,809,000	3,065,000	1,846,000	
Aug. 5:	7,032,000	1,971,000	3,881,000	1,582,000	
Aug. 12:	5,732,000	3,841,000	4,408,000	897,000	
Aug. 19:	5,813,000	3,100,000	4,180,000	397,000	
Aug. 26:	7,816,000	4,302,000	3,447,000	290,000	
Sept. 3:	6,779,000	5,317,000	2,357,000	1,700,000	
Sept. 10:	6,641,000	4,788,000	1,640,000	761,000	
Sept. 17:	5,402,000	6,753,000	1,943,000	1,692,000	
Sept. 24:	7,762,000	7,487,000	1,917,000	1,033,000	
Oct. 1:	7,890,000	10,030,000	1,842,000	728,000	
Oct. 8:	14,814,000	8,764,000	2,025,000	2,827,000	
Oct. 15:	21,432,000	9,985,000	2,897,000	1,056,000	
Oct. 22:	14,478,000	9,744,000	1,782,000	1,814,000	
Nov. 5:	15,235,000	8,963,000	893,000	1,605,000	
Nov. 12:	14,481,000	10,496,000	1,241,000	1,033,000	
Nov. 19:	14,875,000	7,614,000	1,987,000	1,888,000	
Nov. 26:	25,208,000	8,782,000	2,187,000	2,228,000	
Dec. 3:	25,076,000	9,411,000	1,108,000	2,284,000	
Dec. 10:	35,339,000	8,484,000	2,080,000	2,198,000	
Dec. 17:	16,508,000	8,721,000	2,633,000	1,293,000	
Dec. 24:	23,939,000	5,755,000	1,094,000	2,070,000	
Dec. 31:	30,888,000	7,346,000	1,584,000	2,192,000	
Jan. 6:	6,064,000	8,322,000	1,492,000	1,308,000	
Jan. 13:	4,930,000	7,680,000	1,656,000	2,095,000	
Jan. 20:	4,891,000	7,247,000	3,222,000	1,588,000	
Jan. 27:	25,383,000	7,029,000	1,838,000	1,945,000	
Feb. 3:	35,511,000	8,375,000	1,960,000	2,110,000	
Feb. 10:	14,375,000	8,046,000	1,384,000	2,010,000	
Feb. 17:	14,753,000	6,490,000	2,705,000	2,635,000	
Feb. 24:	122,000	6,450,000	1,779,000	2,104,000	
Mar. 3:	34,703,000	6,822,000	2,661,000	2,653,000	
Total 198,708,000	230,765,000	79,055,000	57,587,000		

## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### INDIANA.

Terre Haute, Ind., Mar. 5.—Wheat on clay land standing frost well; wheat on sandy soil seems to be ruined.—Mr. Yeoman, mgr. Kokomo Grain Co.

### KANSAS.

St. Francis, Kan., Mar. 7.—Wheat looks very good; had 12 in. snow Feb. 28.—R.

Perry, Kan., Mar. 7.—Growing wheat looks good.—R. A. Yost, Farmers Elvtr. Co.

Oberlin, Kan., Mar. 7.—Growing wheat condition very good; had 4 in. snow on Mar. 2.—R.

Goodland, Kan., Mar. 5.—Reports of 12 in. snow on Mar. 2, which will help out growing wheat in this territory in fine shape.—R.

Kingsdown, Kan., Mar. 5.—Growing crop needs rain badly but do not think it is damaged much as yet.—F. S. Rickner, mgr. C. D. Jennings Grain Co.

Westfall, Kan., Mar. 7.—Wheat out in this country is in bad shape; about half is dead now and all soon will be unless we get rain.—Farmers Grain & Supply Co.

Alton, Kan., Mar. 6.—Wheat conditions not favorable account no moisture; little snow this winter and no rain worth mentioning for 6 or 7 months; subsoil very dry.—F. W. Gaunt Grain Co.

Bloom, Kan., Mar. 7.—Very dry and windy; much apprehension is felt for the growing crop of wheat; unless weather conditions change soon, the 1917 wheat prospects will be very small.—R. A. Ely, agt. L. H. Pettit Grain Co.

Fravel, Kan., Mar. 6.—Most of the wheat, that was sown last fall, in western half of Pratt and Stafford Counties and eastern half of Edwards County, according to majority of farmers, will have to be planted to corn account of so much wind and adverse weather conditions.—E. D. Clark, mgr. Hopewell Co-operative Equity Exchange.

### MICHIGAN.

Lansing, Mich., Mar. 5.—Wheat suffered injury during February according to 189 correspondents; about 238 correspondents report no injury; snow protected wheat in state 21 days during February.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Porter, Minn., Mar. 5.—Farmers are vigorous in their effort to make every acre do its best this spring.—G. O. Miller.

### MONTANA.

Barber, Mont., Feb. 26.—Have had a very heavy snowfall in this locality; must be at least 12 in. on ground; farmers expect to get out in fields next month.—W. A. Clark.

Comanche, Mont., Feb. 24.—Has been very windy last fall and winter; am afraid some winter wheat will have to be sown over in the spring.—J. G. Gelken, mgr. State Elvtr. Co.

Big Sandy, Mont., Mar. 5.—About 60% wheat here is hard winter, 25% is hard spring marquis wheat, and balance soft spring wheat; about 75,000 bus. grown here.—J. A. Mahood, agt. Rocky Mountain Elvtr. Co.

### NEBRASKA.

Waco, Neb., Mar. 3.—Wheat looks very bad.—J. A. Gilbert.

Exeter, Neb., Feb. 27.—Wheat on ground all alive in this section.—W. W. Kimberly, agt. Central Granaries Co.

Nebraska, Mar. 1.—Most reports received showed moisture needed thruout the state.—Logan Bros. Grain Co., Kansas City, Mo.

Fremont, Neb., Mar. 3.—Spring work has not commenced as yet; think there was a larger acreage of fall wheat sown last fall, which will naturally have a tendency to reduce the acreage of oats and corn somewhat, but possibly not to any material extent.—Wm. Emerson, mgr. Western Seed & Irrigation Co.

### NORTH DAKOTA.

Corinth sta. (Wildrose p. o.) N. D., Mar. 1.—Prospects good for crop this coming season as farmers did a lot of plowing last fall.—J. H. McCarthy, agt. Winter-Truesdell-Ames Co.

### OHIO.

Columbus, O., Mar. 1.—Wheat condition compared with an average 72%, against 71% one year ago; hard continued freezing and very little snow protection during February caused this low condition.—G. A. Stauffer, sec'y Board of Agriculture.

### OKLAHOMA.

Camargo, Okla., Mar. 6.—Grain crop looks short in this part of country.—S. N. Lawrence.

Salina, Okla., Feb. 28.—Wheat looks fairly well; oats about all sown.—T. J. Lindsey Elvtr. Co.

Oklahoma City, Okla., Mar. 1.—Growing condition of winter wheat 73%, which is 7% below condition one month ago, and exactly same as condition corresponding date last year; condition set back by continued dry weather; condition as regards moisture is 69%. About 43% of land to be planted to spring crops has been plowed. Acreage to be planted to oats, compared with last year's acreage, is 91%, in one due to failure of this crop last season.—Frank M. Gault, pres. State Board of Agriculture.

### SOUTH DAKOTA.

Owanka, S. D., Mar. 6.—Farmers are getting ready to put out spring wheat.—J. H. Borin, mgr. Farmers Elvtr. Co.

## Small Farm Reserves.

C. H. Thayer & Co., on Mar. 2 in a valuable compilation of reports by correspondents by P. S. Goodman show that the farm holdings on Mar. 1 were 101,596,000 bus. wheat, 861,045,000 bus. corn and 401,030,000 bus. oats; against 241,717,000 bus. wheat, 1,138,773,000 bus. corn and 596,600,000 bus. oats on the corresponding date of 1916.

Correspondents report the amount of wheat in mills and elevators outside of places of large accumulation at slightly under 75 per cent, being 113,405,000 bus., comparing with 151,911,000 a year ago. The largest holdings are in Nebraska, where car facilities have been very poor all during the season. In Kansas, Iowa, and in the states of small wheat yields, the local supplies are at an average.

Europe's need for the remaining five months of the season is for 250,000,000 bus., or an average of 12,000,000 bus. a week. The burden of shipments has rested upon this continent and will continue until our supplies have been exhausted or nearly so. This country and Canada appear to be able to furnish 154,000,000 out of present supplies. To secure sufficient wheat from the southern countries would compel the doubling of the shipments from that section, an impracticable course, unless compelled by dire necessity, and that necessity would most likely involve both this country and Canada in the same necessitous condition, if freedom of exports is maintained. The cost of wheat to Europe from Australia, the only source of large supplies, is equal to \$2.50 for wheat in this country.

Discussion along this line is interesting, and likely to lead to an alarmed future in the market, if we did not consider the experiences of the past in times of scarcity. The apparent contraction in consumption, or the bringing out of unknown reserves, in other times, has completely altered the statistical position from that assumed on the basis of known quantities.



## Price Card; How Made; Its Value.

BY F. R. DURANT, MINNEAPOLIS.

I hardly think that any subscriber would agree that the Grain Bulletin is a "price card." My definition is that it is a card giving the station values of grain based on what the grain is worth each day "to arrive" in a terminal market, after deducting the freight, cost of handling, other expenses and margin of profit. In theory this would mean that the only difference in the quoted values between two towns would be the difference in freight. In practice this is not always true.

Some years ago the cards sent to country stations were "price cards" for they stated, "pay until further instructions." Some of you will probably remember such cards, but those cards were sent by a company to their own employees only. Later other dealers asked those companies for this same information and operators of lines of elevators whose head office was not located at Minneapolis asked that the information be sent to their employees, but did not wish the company sending them to instruct their agents what to pay for grain. More and more dealers began to ask for this card. In order that there should be no question as to any one company having more influence than another in making up the card, I gave up my position and have since devoted all my time to the card and other matters of interest to subscribers.

At this time most of the subscribers were the operators of lines of elevators in Iowa, Nebraska and the southern part of Minnesota and South Dakota. Requests for the card began to come from local dealers in North Dakota and about eight or ten years ago a large number of the local dealers in the four Northwestern states became subscribers, but not any of the operators of the large line elevators. The local dealers requested that the card sent them conform to the cards sent by the line elevators to their agents; a difficult request to comply with as I had no means of knowing when a company would change its basis at an individual station. It was at about this time that I solicited subscriptions from these line elevators and in the course of a year or two they all became subscribers and, still thinking that the local dealers wished by their card to know the quotations sent the line company agents, I continued to follow this policy. For various reasons this did not prove satisfactory so that over four years ago I made it a rule not to change the regular basis at a station except when requested to do so by the operator of a single elevator.

In arriving at the basis the territory to which the card is sent is first arranged in two groups, which are called North and South; the North containing such stations as have the same rate of freight to both Minneapolis and Duluth; the South stations where the rate of freight is higher to Duluth than to Minneapolis; then the South groups are further divided into groups to bring together stations having the same difference in freight between Minneapolis and Duluth; and the North is further divided in a general way to cover different conditions as to quality and variety of grain raised. This grouping is slightly changed each year and has worked out fairly well until this crop year, but this year, with the wide range in values, it has made necessary unusual spreads between two adjoining stations in different groups, a condition unavoidable under the circumstances.

The card is always based on what the commodity is worth "to arrive," if such a value is obtainable. I know some buyers use the "spot" values but I never could see how they could when they had no means of knowing whether or not there would be a premium on "spot" when their grain arrived on the market. Then, too, I always use the regular "to arrive" values for there are times every season when certain conditions make grain worth more "to arrive" in less than the regular 20 days. Under normal conditions the card is based on the higher terminal market, Minneapolis or Duluth, at stations where the freight is the same to both markets.

In determining the spread between the terminal market value and the station basis such expense as freight, inspection and weighing and commission are known charges and represent so much per bushel. Referring to North Dakota, and a similar method is used in the other states, I have found by taking the average crop raised for periods of five years and the total number of elevators in operation, and allowing for a certain percentage not going through the elevators, being used for seed and feed; that if each elevator should receive only an equal share with every other ele-

vator it would allow about 100,000 bus. per elevator. To handle this amount the cost including salary of manager and other labor, supplies, taxes, insurance on plant and grain, repairs and interest on investment, will be in the neighborhood of 3½ cents per bushel. Commission, inspection and weighing, and switching in some cases, freight on dirt, interest on money borrowed with which to purchase grain, commission on "hedging" and loss in grade or dockage in some cases, shows that the cost per bushel on basis of handling 100,000 bus. must be between 5 and 6 cents nowadays, without considering any profit.

I have no doubt that the members of this association through their discussions at these meetings and with a view to efficient management know many ways of handling grain through their elevators so as to cut down, somewhat, this cost, but you will remember that my card goes to practically all elevators, farmers', independent, and line company agents, and it is necessary that I give consideration to the maximum cost of handling, so that all these things are taken into consideration in determining the deduction in addition to the freight, for all will admit that it is much easier to pay above the card quotations than below them. At the beginning of each crop year all stations are put on the same basis as I have described, unless I have been notified by one of the local dealers that they wish a certain basis at all times. As the season advances it may be other stations find the regular basis does not fit the conditions and request a change.

As to the value of the card, that is up to the subscriber. If all made the same use of it I could then be governed accordingly and make it fit all conditions, but this is not the case. All I can do is maintain a basis sufficiently wide to meet general conditions and depend upon subscribers to let me know just how they want the card.

In addition to the card I have been for almost ten years maintaining a wire service for subscribers who wish notice each day of the market changes, most of the stations are notified by telephone. Almost 1,000 stations are notified each day over the lines of a number of telephone companies covering a territory more than 600 miles west and 400 miles north from Minneapolis and transmitted through several hundred telephone operators; under ordinary conditions in less than an hour after the market closes at Minneapolis; in fact, most stations have the change within half an hour of the close. There are many places where this service is much quicker than the CND service and with all the errors and delays do not average one-fifth of 1 per cent.

## Position of Carriers on Pomerene Law.

The proposition of the railroad companies as announced by the Chicago & North-Western Railway Co. in the Grain Dealers Journal, Feb. 10, page 223, has gone into effect, but contains no clause making a charge for weighing the grain. Interviews with various lines indicate that some of the roads are opposed to making the charge, on the ground that, as a charge already is made for weighing, it would be unfair to shippers of grain to make an additional charge on account of the Pomerene Law.

The freight traffic manager of one of the leading western roads on Mar. 6 gave out the following statement: "The Pomerene Law has made practically no change in the liability of the carrier. Before the enactment of the law, railroads were responsible for the property transported by them, and this responsibility remains the same. For example, when a B/L is issued for 60,000 pounds of wheat, the railroad company is responsible for safe delivery of that quantity of wheat, less any percentage of the weight which may represent natural and unavoidable shrinkage by evaporation or otherwise, and which the carrier could in no manner prevent.

"With regard to giving the shipper a clean B/L as required by the Pomerene Law, this is done when the shipper has

provided himself with weighing facilities that are adequate and available. Section 21 of the law provides that:

"The carrier may also by inserting in the bill of lading the words 'Shipper's weight, load and count,' or other words of like purport indicate that the goods were loaded by the shipper and the description of them made by him; and if such statement is true, the carrier shall not be liable for damages caused by the improper loading or by the non-receipt or by the misdescription of the goods described in the bill of lading: Provided, however, where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier then the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable time after such written request, and the carriers shall not in such cases insert in the bill of lading the words 'Shipper's weight,' or other words of like purport, and if so inserted contrary to the provisions of this section, said words shall be treated as null and void, and as if not inserted therein."

"In the opinion of the carriers, a hopper scale is not "adequate" or "available," within the meaning of the law. Such a scale usually is located in the upper part of the elevator, accessible only by winding flights of stairs and even if the railroad representative is able to get to it to see the grain being weighed, he has no reliable means of making sure that all the grain which he sees dumped from the hopper passes into the car. Furthermore, the ordinary hopper scale requires a number of drafts to weigh a full carload of grain, and any inaccuracy in weights is multiplied by the number of drafts required to fill the car. The unreliability of this method of weighing is pretty generally recognized and has led to the practice of applying the weights taken by official weighmasters of grain exchanges at the terminal markets where such official weights can be secured. The carriers usually are willing to accept such weights as correct, on the ground that since they are used as a basis for settlement as between shippers there is every incentive to get the correct actual weight.

"If clean Bs/L are wanted at originating points, shippers may secure them from the carriers by meeting the requirements of the law quoted above, viz., by providing themselves with adequate weighing facilities made available to the carriers. It is considered that the only way to be sure of the weight is to weigh the grain in the car, and therefore the only adequate weighing facility is the track scale, officially tested at sufficiently frequent intervals to make sure it is accurate and in good condition.

"No special instructions have been issued to our agents for their guidance in applying the Pomerene Law, excepting a brief circular issued by Mr. E. B. Boyd, as Agent (his Circular No. 16, effective Feb. 1, 1917), in which is given a quotation from Section 21 of the law, and a statement of what is required of the shipper in the way of weighing facilities in order to entitle him to clean Bs/L. The carriers will continue to use the same form of B/L as in use before the Pomerene Law was enacted."

INDIA'S FLAXSEED area is 2,627,000 acres, excluding the mixed crop of the United Provinces, according to the Journal of the Indian Gov't Board of Trade. This is 3 per cent below the area estimated at this time a year ago. The rape and mustard area is 3,888,000 acres, excluding the mixed crop of the United Provinces, the acreage being 10 per cent above the corresponding date for 1915-16.

## Chokes.

BY CAL.

A ragged coal pile is an eye-sore; a well kept coal pile is a "sight for sore eyes." How are your eyes?

Many a man installs a non-chokable boot in the elevator, and continues to struggle along in the office with a system of bookkeeping which is not only chokable, but which is generally choked.

Reports indicate that in some places children are still permitted to use the elevator premises as a playground. It is probably safe to assert that such use is not made of an elevator where one of their companions has been killed or severely injured.

Two things we wonder about: Where the railroads get the lath they furnish for use in cooping cars, and where the so-called government system of bookkeeping came from? Doubtless they both originated in the same batch of "sticks."

Life may never depend upon the prompt operation of the safety device on the manlift, but it is, nevertheless, the part of wisdom to see that the device is in good working order, and ready to fulfill its purpose the instant it is called upon.

In putting on the paper used in lining grain cars, bill posters' tacks will be found a good substitute for lath and nails. They are provided with a large head, are easy to handle, and hold the paper firmly in place.

Fire is permissible in only one place around the elevator—that's in the cylinder of the engine when the crank is about twenty-eight degrees below center on the compression stroke. The hotter, the better—there!

If a liberal coating of cinders be applied, just after a rain, to the dirt approaches to the driveway, the weight of the passing wagons will press them firmly into the earth while it is still soft. The result will be a surface that will not easily be blown away by the wind.

There is at least one good provision in the regular form of lease used by the railroads in giving permission to use the site for elevator purposes. Reference is made to the portion which requires that buildings be kept painted. It should be rigidly enforced.

The scale with well-whitened marks and figures and shining brass parts makes a better impression on the man whose grain is being weighed. Ordinarily acid brass-polishing compounds may spoil the white marks and should not be used. Any cleansing powder, with vigorous rubbing, will achieve the desired end in safety.

If we had our way about it the railroads would be required to keep the sidings near elevators in as good condition as the main line. Not having received authority in such matters, the expedient of a short heart-to-heart talk with the section foreman has been resorted to. Cars move so much easier on a good track.

Webster says that an axiom is a self-evident fact; a truth which needs no

demonstration. This, then, is axiomatic: It is dangerous to light any kind of a torch in the engine room to "warm things up." Moreover, just as any axiom can be demonstrated, this particular one is demonstrated once in a while. The worst of it is that too often the demonstrator doesn't live to publish the result of his experiment.

We recall the condition of the manlift in one elevator visited by us. We really desired to have a look at some of the things in the cupola, and started to ascend on the lift. When about three feet above the floor, having by this time discovered the lift's dangerous condition, we suddenly remembered about the wife and kids. We were still interested in those things above; but the risk was too great. Why it is that any man will endanger his life, several times each day, on such a contraption is beyond us.

It seems that the average engineer of a switch engine takes delight in "jerk-ing her open," and thereby throwing as many sparks as possible, when he is near an elevator with a shingle roof. Perhaps it only appears to be so because the owner of a shingle roof is ever in fear of a fire from the spark source. But, that gets us into psychology; and shingle roofs and psychology never would mix, anyway.

Where the wagon scale is equipped with a type-registering beam, the following will be found a convenient method for handling the small cardboard tickets: Cut a small slot through the desk or shelf upon which the beam rests; below this slot hang a drawer of sufficient size to accommodate the tickets of a good day's run, and provided with a lock of some sort. As each load is disposed of in its turn the tickets are slipped through the slot into the drawer, there to await the bookkeeper's pleasure.

If the tank which holds the water for cooling the engine has burst, owing to the freezing of its contents, why not construct a cistern just outside the engine room, and by placing gutter spout on part of the building to furnish water, do away with the bother which the tank causes, at the same time clearing a good sized space in the engine room? Pipe can be laid from the cistern to the engine and a pump operated by a belt from any convenient shaft will supply the circulation. In one such case an old fuel pump was rigged up for the purpose, tho a centrifugal pump is better.

Nervousness manifests itself in different ways. For instance, there's the small town speculator who was long 20,000 Chicago May wheat at about \$1.80 when the market opened Feb. 1st. He was at the local elevator office getting the C. N. D.'s and when it was about \$1.59 he took a big horse-shoe magnet and wandered around picking up nails with it.

No attempt is made to offer an explanation.

Without further comment, there is appended the following extract from the minutes of a previous meeting:

Young Mr. Safety First: "Mr. Chairman!"

The Chair: "Mr. Safety First has the floor."

Y. Mr. S. F.: "I rise to a point of personal privilege."

The Chair: "State your point."

Y. Mr. S. F.: "My point is: Wisdom

demands that a belt which is moving, or to which power is about to be applied, be not touched with the hand.

[Subsequent remarks by The Chair and Young Mr. S. F. were drowned by hoots and cat-calls from the gallery. One voice which could be distinguished above the uproar shouted, "Throw him out! He's already had the floor most of the time!"]

## Right of Way Leases to be Controlled by Interstate Commission.

Senator James E. Watson of Indiana introduced a bill, S. 8144 in the last Congress directing the Interstate Commerce Commission to supervise and direct the leasing of real estate owned or controlled by railroads.

Senator Watson writes "When the bill is reintroduced at the next session the wording should be changed so that the Interstate Commerce Commission will not be burdened with the subject matter of all leases made by railroad companies. As the grain dealers object only to cases where excessive rates are charged by the railroad companies the wording of the bill should be changed so that the Commission will consider only the cases where excessive rates are charged. It is not good policy to force the Commission to take in hand hundreds of leases all over the country which are satisfactory both to the grain dealers and the railroads."

## Protests Against Government Control.

No man knows this day and hour what the outcome of the issues of the war will be. We are hopeful that the principles of Democracy, or Government by the People will survive, but we are not sure of it.

No man can be sure of it because we do not see clearly and think clearly ourselves.

It is the irony of Fate that the grain trade should, through its officials, become the organ of the German philosophy. The President of the Grain Dealers National Association has voiced the doctrine of the State, A. E. Reynolds, chairman of the Legislative Committee of the Grain Dealers National Association, has embraced the doctrine, and the hired man of the Grain Dealers National Association, emulating the example set by the two named officials, has said that it will be only a short time until the Government controls all business, and then he endeavors to justify his position by citing the views of Messrs. Eikenberry and Reynolds. As a member of the Grain Dealers National Association, we wish to protest in most vehement phrases against this unholy doctrine. We wish to deny most emphatically that they represent the best thought of the grain trade. And simply because the world is on fire from the friction of these two philosophies is no reason why they should capitulate.

\* \* \*

Now it may be that the German philosophers are right. It may be that the State is greater than its creators, but we do not propose to subscribe to the doctrine until the memory of Washington and Webster and Lincoln and the principles for which they fought have been relegated to the limbo of cosmic failures; until the German Emperor stands upon the eastern portico of the Capitol and bids us bow in reverence to the State.—*Rosenbaum Review.*



## North Dakota Farmer-Grain Dealers Hold Convention.

The Farmer-Grain Dealers Ass'n of North Dakota held its sixth annual convention at Fargo on Feb. 27, 28, and March 1, with headquarters at the Gardner Hotel.

After the invocation, a warm welcome extended by Mayor Emery of Fargo, and the response by Pres. Lane, a paper prepared by Guy F. Briggs of Coleridge, Neb., on "Pro-Rata Profits; Saving on Income Tax," was read. From it we take the following:

The dividing of the profits from the two general classes is the most difficult problem we have to handle in making correct returns. I have been compelled to assume that the profit on a bushel of non-stockholders' wheat was equivalent to the profit on a bushel of a stockholders' wheat, the same being true of other grain and merchandise.

Upon the division of profits rests the principal difference in the matter of making returns for co-operative companies and other organizations. The department has stated that no tax is payable on incomes pro-rated back, provided these moneys have come in thru business on which it is pro-rated. In making this ruling the department considers the co-operative organization not a profit-making business, but a marketing ass'n.

We are paying income tax on profits derived from business done with non-stockholders and the department is only just in making its demands.

In making our tax returns we are permitted to deduct the following items from the gross profit: general expense; losses sustained; depreciation; depletion; interest on borrowed capital; taxes paid; and the pro-rated profits which have been earned on the business furnished by the members receiving them.

The company of which the writer is manager will pay an income tax this year of \$112.23. Had every man doing business with us been a member of the organization, we would have saved more than \$60 of this amount.

A com'te composed of A. C. Thompson, Jos. Heille, and Wm. Holmquist, was appointed to draft a resolution opposing bills, proposed in the Minnesota legislature, on future trading and taxation.

The Fargo Commercial Club presented the delegates with tickets for the evening vaudeville entertainment at the Grand Theatre, at the close of the first day's session.

Pres. Lane called the Wednesday morning session to order at 10 a. m. and introduced W. H. Stutsman, ex-chairman of the State Railroad Commission, who addressed the convention on "The Storage of Grain," which is published elsewhere in this number.

F. R. Durant, manager of the Grain Bulletin of Minneapolis, followed with an address on "Price Card; How Made, Its Value, etc.," which appears elsewhere in this number.

G. H. Tunell, chief grain inspector of Minnesota, followed with a paper on "Sampling and Inspection."

P. P. Quist, chief weighmaster of Minnesota, read a paper on Grain Weighing, from which we take the following:

At the larger elevators where the weighing is done in cupola two men are employed by the state, the one being downstairs called a supervising weigher, who sees that the cars are properly swept, and notifies the weigher upstairs either by speaking tube or telephone, that the grain is ready to be weighed.

All scales over which state weights are

given are equipped with type register beams so each weight is double checked. The weight is first read from the beam and entered into a book by the state weigher. He then inserts a specially prepared card in the recording beam, presses a lever, and the weight is stamped on the ticket, and compared with the entry in the book, before he leaves the scale. Since an incorrect record cannot be obtained from a type register beam, it is practically impossible for errors to enter into the work of weighing under the present system. Another check that tends toward accuracy is the fact that all through this weighing operation the state weigher has not been alone in the work, for the house weigher has also been present, which results the two men are enabled to compare.

However, no man would assert that mistakes cannot be made in some part of the operation, viz.: In the adding of the drafts, or in deducting tare from the gross weight, but everything that ingenuity and money can produce, is used by the department to guard against the mistakes. Duplicate daily reports are made by the weighers at the close of each day's work. These together with reports of car conditions and seal records, type register tickets and shipper's weight cards, are forwarded to the state weighmaster's office either by mail or messenger.

Another very important branch of the weighing department is the system of patrol service in the terminal railroad yards, whereby grain cars passing through the terminal yards are scrutinized to see if leaking. Leaky cars are often found and reported by the special watchmen which would not have been found had they not been seen while in motion, for cars which leak more or less while being bumped about, often show no leak when set for unloading.

In using hopper scales one should never weigh two drafts of the same amount in succession. I consider even draft weighing a dangerous practice, as in each weighing there is a chance either to miss a draft or enter a draft twice. When a loader has other duties to perform than weighing, he should enter his draft at the time the grain is dropped, and not postpone it until he has done some other work, as he is liable to miss a draft or enter it twice.

The following is the record of the first test of country elevator scales after a law creating the Minnesota Department of Weights and Measures went into effect: Total scales tested, 908; incorrect, 298; correct, 610. These were divided as follows: hopper scales tested, 562, incorrect 184, correct, 368; dump scales tested, 310; incorrect 96, correct 214; automatic scales tested, 46, incorrect 13, correct 28. The record shows that nearly one-third of the scales used in determining the weights between buyers and sellers of grain were giving incorrect weights, and were naturally responsible for a great many short-ages claims against terminal markets.

Certain agitators have stated before large audiences that the state weighing department permits several hundred pounds of light grain and chaff to be taken out of each car of grain by powerful fans or dust collectors, before it is weighed. Such charges are false. No fan or suction is permitted to be placed where it can in any way attract chaff or light seed from the grain before it is weighed.

Persons not familiar with systems in use are liable to take for granted that all grain is cleaned before weighing, but such is not the case, as no cleaning is permitted until after the grain has been weighed. The state has entire control of scales and equipments that enter into the handling of grain, including the suction system. As to the weight of the dust, the com'te ascertained that from car No. 53438, Milwaukee, weighing 63090 lbs., there was collected a total waste of 4 pounds and 7 oz. A more recent test of the suction system was made by request of some interested shippers in the unloading of G. N. cars 31292 and 26044, containing 940 and 1320 bus. of wheat respectively. All the dust collected in the unloading of these two cars amounted to 1 lb. and 12 oz. The amount of dust collected in the unloading of an ordinary car of grain will not average three pounds per car. In case of no suction, very little dust would follow the grain to the scale and add to the weight, but would float out over the elevator.

Some people labor under the impression that hopper scales located in the cupola are dangerous to the interest of shippers, and should not be used, and advocate the exclusive use of track scales at terminal markets.

The Minneapolis weighing department supervises the weighing at 93 mills and elevators; at 49 places the weighing is

through hopper scales, and at 44 track scales are used. In checking the weights between these various industries, we can find no differences as to the results between the two types of scales, neither do we find any difference as to shortage claims filed, the average is the same. At some grain centers shippers object to the use of track scales, and have even attempted to have laws passed prohibiting their use for weighing grain, but as stated before, we find either type of scale will give accurate weight if properly built and kept in perfect condition.

Mr. Tunell on Wednesday afternoon gave a demonstration of sampling and grading of grain, which led to a discussion of grading and weighing.

A. O. Sundlie, Forman, spoke on "Economy in Handling Farmers' Grain." He was followed by Pres. Lane with a paper on "Construction of Model Elevator and Its Advantages." One point he brot out was: It is well to get a disinterested and yet competent man to give approximate cost of building a house after your ideas or plans. Then get figures from elevator builders. In placing the contract it is not always advisable to place it with the lowest bidder.

A managers' session occupied Thursday morning, August Evert, Pillsbury, presiding. The discussion was lead by R. F. Gunkelman, Grandin, and J. H. S. Thompson, Valley City, and the subjects of hedging, the handling of barley, and suitable sidelines for an elevator to handle were the chief topics of discussion.

In the afternoon the discussion turned to the business management of elevators, proper accounting methods, and methods by which managers might obtain a better knowledge of bookkeeping and business principles. A summer short course at the Agricultural College with instruction in bookkeeping and elevator management was suggested, and Sec'y Gaulke was instructed to take steps to see if such a course could not be provided.

A. A. Lane, Sherwood, was re-elected pres., and M. C. Gaulke of Thompson was re-elected sec'y. Other officers elected were: Wm. Holmquist, first vice-pres.; J. M. Still, second vice-pres.; L. P. Ormsby, treasurer; and E. F. Jones, Chas. Lawson, and Albert Hesla, directors.

Bismarck was selected for the convention city in 1918.

The convention adopted resolutions as follows:

Asking for an interpretation of the words "adequate weighing facilities" contained in the Pomerene B/L law.

Asking for the establishment of a state department of weights and measures under the supervision of a salaried state officer.

Asking for a department under the control of the state railroad and warehouse commission for the proper and compulsory auditing of farmer elevator accounts.

On the evening of the last day of the convention, about 300 hundred sat down to a banquet served in the basement of the auditorium. Special music was furnished by a glee club and orchestra, and the sec'y of the Fargo Commercial Club wittily acted as toastmaster, introducing several interesting speakers who gave short talks.

SINCE THE PASSAGE of the ship registry act Aug. 18, 1914, 201 vessels with gross tonnage of 660,647 have been admitted to American registry.

GROSS EARNINGS of the Quaker Oats Co. in 1916 were \$3,991,313, against \$3,724,223 the previous year. Net surplus was reduced from \$2,140,730 to \$1,905,936. The company now has a surplus of \$7,069,418.

## Elevator Observations.

BY A TRAVELER.

**A SLEEPING PORCH FOR HOBOES**—Talk fire prevention with any elevator man and he will readily admit that he is "certainly afraid of fire." But a peep about the average elevator plant will show that few are enough afraid of fire to take the simplest precautions to prevent fire getting a start. Annually locomotive sparks cause an enormous loss of elevator property; yet elevators galore have windows missing and panes broken, offering a formal invitation to red hot locomotive sparks to pay a visit.

C. M. Linn, Armour, Nebr., is not taking proper precautions to keep sparks out of his elevator. The window is gone and the opening lacks a wire screen for protection. Should a red hot spark fly from the smoke stack of an engine and alight in the dust in this elevator a fire could get well started on its work of erasing the house from the horizon before being discovered.

All windows should be covered with wire screening of  $\frac{1}{4}$  in. mesh. This should not be nailed at the bottom of the cupola windows, but should allow an opening of two inches to prevent the accumulation of dust and dirt on the window sill.

The designers and builders of this house didn't intend to build a "sleeping porch" for the accommodation of hoboes, but they did it. In case of a rain storm or a chilly night this would make an excellent shelter for the "Weary Williams." This seems to be a prevalent mistake in the construction of hillside houses. This "porch" should be boarded up on all sides to keep out intruders.

**THE ROOF** of the office of Potts-Colwell Elevator Co., Bookwalter, Nebr., shows how age and the elements work on shingle roofs. The curling process has started in nicely and the wind has already blown some of the shingles away. Needless to mention, the roof leaks.

As this office is located on the right-of-way of the railroad one can realize how easily a fire could start by a spark alighting on this roof. No wonder one of the elevator fire insurance mutuals has quit writing insurance on shingle roofed ele-

vator property. As a roofing for elevators and other outbuildings the shingle is on the toboggan. Metal or composition is taking the shingle's place. When your roof needs replacing use noncombustible material. Notice the accumulation of wood, excelsior and other rubbish to the left of the office. With such conditions do you wonder why elevators burn?

**EXPOSED SHAFTING**.—Case after case has been cited in the Journal's columns of fatal and disastrous accidents through exposed shafting. But regardless of the publicity given this danger there are many elevator operators who still take chances. "In the engraving is shown an exposed shaft at Gladstone, Nebr. It is very conveniently set for someone to get caught. Countless lives have been sacrificed to this monstrosity and numerous are those who carry painfully gained deformities, yet there are operators who refuse to heed the counsel and experience of others. There seems to be an inherent tendency in mankind to "take a chance," but why in the name of common sense "take a chance" of becoming a cripple or a dead one? Don't gamble on personal safety! You owe it to yourself and to your family to be careful. Also you are responsible for the safety of your patrons when they are about your plant. All shafting should be covered so as to make it impossible for anyone to get caught on it. A small wooden housing would correct this defect.

No elevator can afford to consume good gasoline for power and then waste the power. This shaft lays on the ground and has numerous friction points, which take valuable power to overcome. This is a useless leak of profit. A small trench could be dug very easily under this shaft to eliminate the friction.

What about your shafting? Is it safe? Have you any friction points? Due to friction points the elevator fire insurance mutuals paid over \$120,000 losses in 1916. Better look your shafting over carefully to see if it is rubbing. If so, remove the friction point.

**INVISIBLE WASTE**: Elevator men often complain about the big invisible loss in the handling of coal as a side

line. Often this loss is of such huge proportions that it tears deeply into the profits of that end of the business. If the Dobbs Grain Co., Armour, Nebr., is worrying about an "abnormal invisible loss" perhaps this cut will shed some illumination on the question. There is no covering over one of the windows and it would be extremely easy for one on thievery bent to purloin a bountiful supply of coal.

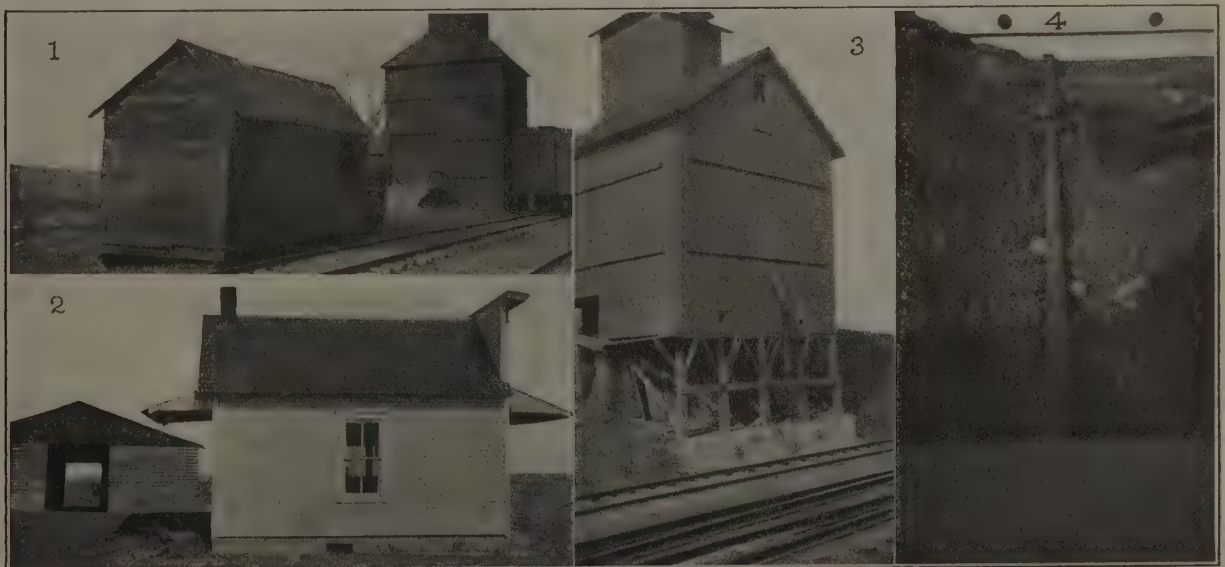
"Human nature is the same the world over." A thief would steal coal as readily from this Armour shed as from yours. And at the present price of coal, a great deal would not have to be taken to put a considerable dent in the profits. Don't tempt your neighbors. A little labor will produce a good door or window and a padlock will keep it shut.

Sheds used for the storage of soft coal should be leak proof. When water gets into soft coal it often causes spontaneous combustion. Water has free access to this shed. It has also depreciated heavily and is in poor repair. Sheds do not depreciate and become tumble down affairs all at once. It is a gradual process. If proper repairs are given as needed the depreciation will be slow. A little care and attention will keep your sheds and out buildings in good shape for an indefinite period.

WE HAVE enjoyed the Grain Dealers Journal the past year very much.—Taylor Milling Co., Taylor, Texas.

WE THINK the Grain Dealers Journal a fine journal.—C. Kime, Kime & Gibson Grain & Hay Co., Milwood, Ill.

**THE PROTEIN** of the grain sorghums is less digestible than that contained in either corn or wheat. These cereals are decidedly valuable as human food. To many palates the grain sorghums more nearly resemble buckwheat in flavor than they do corn or wheat. The flavor is quite generally regarded as agreeable, and the grains are conceded to be wholesome. Tho their protein is less completely assimilated than that of corn or wheat, they are nevertheless, with the exception of kaoliang, a fairly good source of this nutrient.—Bulletin 470, U. S. Dept. of Agriculture.



1.—Coal Shed Open to Pilferers. 2.—Office Roof in Decay. 3.—Hoboes' Sleeping Porch and Open Window. 4.—Exposed Shaft.



# Selling Stored Grain

By W. H. STUTSMAN, Mandan, N. D.

The storage of grain is one of the most important of the agricultural activities of the Northwestern states and is one which demands the most careful attention and consideration of those engaged in it, and yet it seems to me that it is a phase of the grain business which has been sadly neglected, not only by the grain dealers, and the grain buyers, but also by the law makers.

In North Dakota season before last there were raised and shipped out in rough figures one hundred fifty million bushels of grain. At prices then current this crop netted the farmers about that many dollars. I haven't a very reliable memory for figures, but my recollection is that this is about one-fifth of the assessed valuation of the real property in this state. At any rate it is an amount of money which staggers the ordinary human mind to contemplate, and it is an amount of grain which would swamp the state if it were not for the splendidly efficient methods perfected for transporting and handling it.

I have remarked that the farmer has been taught to rely upon the grain dealer for his storage facilities. I will correct this statement by saying that I do not really know whether the grain dealer voluntarily assumed this obligation in the beginning or whether the farmer forced it upon him, but the fact remains that the grain dealer is now loaded down with this burden, and upon him devolves the duty of carrying the farmers' grain until he is ready to sell it, for the question whether a person may engage in the private occupation of buying grain and shipping it through his elevator without accepting the grain of others for storage is no longer an open one in this state.

By Rev. Codes, 1913, Sec. 3107, all elevators and warehouses, and all grist and flour mills doing a shipping business, operated for the purpose of buying, selling, storing, shipping, or handling grain for profit are declared to be public warehouses, and none of these are permitted to discriminate with reference to buying, receiving and handling grain, or in regard to the persons offering such grain for sale, storage and handling at such public warehouse.

Section 3116 fixes the maximum rates of storage and other sections of the same article prescribe the amount of the bond, the form of the storage receipt, and confer jurisdiction on the railroad commission to supervise the handling, weighing, and storage of grain.

It necessarily follows from the wording of section 3107 that any person engaging in the elevator business for profit subjects himself to the terms and conditions of these statutes and assumes the duties and liabilities imposed by them, which include the duty to accept grain for storage.

The only attempts ever made in my experience to evade the operation of these laws were by persons who claimed that the peculiar circumstances surrounding their business prevented its falling within the definition above. For instance, one owning a private elevator on his farm claimed the privilege of buying his neighbor's crop, or his tenant's share of his crop, as an accommodation. Others owning elevators off the right of way of the railroad and on a river bank claimed the privilege of buying grain for shipment in their own boats, without assuming the duty of storing grain. But as a general thing it is now conceded that every one who engages in storing business is a public warehouseman and must accept grain in store.

**Bailment.**—At common law (and by common law it is understood that system of laws that grew up in England independently of legislative enactment and which is the law of our land today excepting where changed by the legislatures of the various states) when one stored an article or commodity with another with the understanding that it should be returned this was denominated a bailment and a complete and definite series of rights, duties and liabilities grew up around the transaction which has in no material way been changed excepting in one particular. Under the common law rule where goods are delivered in store which are mixed with other like goods the transaction ceases to be a bailment because of the impossibility of delivering back the identical goods, and it is treated as a sale.

The North Dakota legislature (Rev. Codes, 1913, Sec. 3114) and those of Minnesota and South Dakota have changed the common law rule as far as grain is concerned and enacted that when any grain shall be delivered to an elevator and a receipt issued therefor providing for a redelivery of a like amount and grade such delivery shall be a bailment and not a sale of the grain so delivered.

The consequences of this change in the law are far reaching. If I should leave my horse with a livery stable owner to keep for me and he should sell it, even to an innocent purchaser who paid full value for it, it would still be my horse and I could go and get it from whoever had it; but if, prior to the passage of this statute, I had stored my wheat with a warehouseman who mixed it with his own wheat or with the wheat of other farmers and sold it, I might sue him for damages, but I could not follow the wheat or sue the purchaser of it.

But since the enactment of section 3114 the mixing of my wheat with other wheat does not deprive me of my ownership of it nor prevent my following it if sold without my consent; the same rule is made to apply to my wheat as applied to my horse and the fact that it has lost its identity and the identical kernels of grain cannot be traced does not in the least change the situation.

In order to give force and effect to this statute the courts have held that the person who deposits in an elevator grain which is commingled with other grain becomes the owner of an undivided interest in the entire mass of grain; for instance, if each of ten farmers should place in store 100 bushels of wheat and it is mixed together, it of course becomes impossible for each to pick his 100 bushels out, and say that is his, but the court says he is now the owner of an undivided one-tenth interest in 1,000 bushels of grain. If the elevator owner should sell 100 bushels and afterwards replace it with 100 bushels of his own grain, each depositor is still the owner of an undivided one-tenth of all the grain in the mass, and the purchased grain becomes subjected to the right of the depositors.

Again, should the warehouseman ship out the entire 1,000 bushels the depositors are still the owners theoretically each of a one-tenth interest in 1,000 bushels, and this ownership will fasten itself upon all the grain thereafter coming into the elevator, whether it be cash or stored grain, excepting of course that so far as the new stored grain is concerned, the old owner must pro-rate with the new.

In other words the depositors are at all times the owners in undivided interests of all the grain in the elevator at any time up to the sum total of their tickets, and the warehouseman can be the owner only of what is left, or the excess at any time over and above the amount necessary to redeem all the deposit tickets. This situation is not altered or affected by the fact that the warehouseman may, without the consent of the depositors, have shipped out every kernel of grain in his elevator, swept his bins clean, and then filled them up again—and done this over and over again. As fast as the wheat is shipped out, and other wheat purchased and added to the common mass, the new wheat takes the place of that originally deposited. As each receipt holder withdraws his grain the remaining receipt holders become each the owner of a larger fraction in a smaller mass, and upon each new deposit being made the receipt holders become each the owners of a smaller fraction of a larger mass.

It must necessarily follow from the foregoing that when the warehouseman has in his elevator both stored grain and cash grain and ships out some of the grain, the grain left is, so far as may be necessary, stored grain; and hence it cannot be presumed that he has shipped out stored grain. The presumption always being that he has sold his own grain and kept the stored grain, from which it would appear that the ticket holder must look first to the grain remaining before he can follow grain shipped out and claim it as his.

Going back now and applying the old common law rule that the title of a property subject to bailment remains in the depositor and he can follow and recover it

from whoever buys it from the warehouseman, we have this situation; that whenever the warehouseman ships out and sells his depositor's grain the depositor can follow it just the same as he could his horse and get it back, or recover damages from the purchaser in its stead. But, you will ask, how can he follow it, when it has become mixed with other grain and lost its identity? The answer must be that he, the owner, at all times, of an undivided interest in the mass of grain in store, which ownership is not affected by the removal and sale of a portion of the mass he can follow that portion, and having shown that at the time this grain was shipped out and sold there was insufficient grain left to take care of his ticket, he can elect to say that this was his grain and recover it or its face value from the purchaser.

It must be conceded that the full assertion of this right involves legal complications of a more or less serious nature. I am conducting litigation in behalf of ticket holders which will necessarily involve carrying the above outlined principles of law to extremes apparently never before reached by our courts, at least which have never been passed upon by courts whose decisions are reported in the law books, yet I purpose to expand the application of these principles along perfectly sane and consistent lines.

North Dakota's railroad commission recently recovered a large sum for the ticket holders, without litigation, from a foreign company which had in good faith purchased and paid for stored grain. The proposition there was simple; the warehouseman had sold practically all of his stored grain to one firm and there was no difficulty in identifying the grain.

In one of the cases now being conducted I shall probably be forced to go back and trace the shipment of every car of grain that went out of the elevator for the past two years; not only that, but I must be in a position to show exactly how each shipment affected the grain left in the elevator; in short, I must have a cut-off, practically, for each day a car of grain was shipped, in order to determine whether as a matter of fact that car was stored or not. Considering that there are a score of ticket holders whose ranks were continually changing, old depositors securing their grain from time to time and new ones taking their places and even the amount of each one's deposit changing from day to day, and six or seven kinds of grain, of various grades and tests, being placed in store, and also remembering that these grains were sold to many different buyers, and in addition that the prices were continually fluctuating, you can readily perceive that I have a job cut out for myself.

Expanding the propositions above set out, I contend that I am not bound to treat that car of grain as mine which first reduced the mass of grain in the elevator below the limit necessary to redeem my deposit; in other words that I am not compelled to follow the first car of stored grain that was shipped out after my deposit was made, but may select any car of such grain that I may choose.

If my ticket fastens itself upon each new accession to the mass, it seems to me that I may waive my right to follow the first grain that went out, and may fasten it to the new grain that takes its place, and so on to the end. My right to follow any of this converted grain is, of course, based upon my demand to the warehouseman for the return of the quantity and kind of grain stored with him, and his failure or refusal to return it. This being so, I have had a right to assume all along that my grain would be forthcoming when I wished it, and while it is said that I have been all the time the owner of an undivided interest in a constantly changing mass, yet it is not meant that I was bound to guard this ownership by chasing out to grade every car of grain that was shipped after every car of grain that was shipped out of the elevator at the time it was shipped and assert my right to it, nor on the other hand that by reason of my shifting ownership I lost the right to follow such shipment of grain, if in fact it was stored grain.

The situation then is reduced to this: Having demanded my grain, which we will say is 1000 bushels of wheat, and been refused, I begin to look around to ascertain who has it. I find that yesterday the warehouseman shipped out a car containing just 1000 bushels of wheat leaving only enough grain in his bins to take care of his other tickets. It would look suspiciously as though that was my wheat; but I find that it was handled by an irresponsible commission house and bought by a small miller in Suedunck, Ill. The chances of recovery of the wheat seem slim, so I



go back further and discover that two years ago (but after my ticket was issued; there are idiots who carry their tickets over two seasons, and berate the gamblers who bet to win or lose on today's fluctuations) my warehouseman shipped a car of stored wheat to a commission firm which has a larger account in the bank next door. Of course, my wheat lost its identity long ago, but my right to go out and get it is only limited by the statutes of limitations, and by the fact that the grain was stored grain when it was shipped.

Another complication arises of course from the fact that there may be, and in fact generally are, a great many of us depositors holding tickets for different kinds of grain. Can each one of us independently of all the others pick out a certain shipment of stored grain and say that it is ours, and each sue for it and make the poor purchaser who has already paid for it once, pay for it a dozen or so times more?

This is a point I have not seen decided in the law books, but reasoning by analogy with the decisions regarding actions by ticket holders against bondsmen, I am inclined to think that there would have to be some concert among the ticket holders and they would have to combine their actions against all the purchasers of stored grain, or show that there were no other ticket holders entitled to follow this grain.

It goes without saying that the depositor of oats cannot follow a sale of wheat, or flax, or barley, but he must confine his attentions to the man who purchased oats. However, in this connection I will digress far enough to offer my construction of section 3114 which says that in case of insolvency grain on hand in any particular elevator shall first be applied to the redemption and satisfaction of receipts issued by the warehouseman. This statute is not clear and it has never been construed by our courts, but it is my contention that all grain on hand in case of insolvency is a trust fund for the benefit of all tickets, regardless of the failure of the grain to fit the tickets.

**Pay for Grain Twice:** It may be thought that I am handling the subject of condemning innocent purchasers to the fate of paying for grain twice in a rather cold blooded manner, but it is not so intended and there are several explanations for the attitude I take.

In the first place I am simply enunciating the law as I conceive it to be. I am in no wise responsible for the enactment of the law nor for the court decision construing it, though to read some of the letters I received from grain buyers last spring you would at least think that I was somewhat to blame for making use of them.

In the second place, while on the railroad commission, I felt, as I think you feel and the grain trade generally feels, that the rights of the grain grower are paramount, that he must be made to feel absolute confidence in the manner in which his crop is handled and that where he places his confidence in the warehouseman and stores his grain with him his storage ticket should be as good as a deposit slip in a bank; if other remedies fail him he can fall back on the purchaser of his stored grain.

In the third place, I cannot bring myself to feel that it places an especial hardship upon the grain buyer to require him to ascertain at his own risk whether the grain he buys is stored or not. As a general rule he is in a much better position to know the financial condition of the warehouseman he buys from than is the farmer who stores his grain.

Without wishing to reflect in any way upon the credit of any one, I feel safe in remarking that the warehouseman is generally dependent upon his terminal customer for the money with which he finances his undertaking, or a large part of it, and it is an easy matter for the firm making these advances to know how its customer is prospering, whether he is properly hedging his stored grain, whether he is playing the market on the side or whether he is squandering his profits in high living.

I have devoted a great deal of space to this phase of the storage business, for two reasons, first because the action of the commission in following the stored grain in the Walum-Daley case last spring excited considerable interest among the grain trade and an astonishing amount of ignorance was displayed by the very class of people chiefly affected by the promulgation of the foregoing views, and secondly, because it has a large bearing upon the handling of the grain business in this state.

The law requires each elevator owner operating in this state to furnish a bond

conditioned upon the faithful performance of his duties as warehouseman. The minimum amount of his bond is \$5,000, but the railroad commission may require it to be as high as \$75,000; as matter of fact it has always been placed at the minimum. Of course as far as actual protection is concerned this bond is woefully inadequate if the warehouseman is to be permitted to ship out his stored grain ad libitum; it has been due largely to the inherent honesty of the warehouseman that there have not been more catastrophes among the depositors. However, the danger is ever present. In 1915 I imagine many million bushels of stored grain were shipped out of the state without right or authority and the protection afforded the farmers was negligible.

This is a situation which has caused considerable worry to the Railroad Commission for many years. While it has the power to fix bonds that would prove adequate the additional cost of these bonds would considerably hamper the grain traffic. A flat arbitrary requirement of \$75,000 or even \$50,000 bonds from each elevator would not only prove expensive but would be unfair because the bonds are issued for two years and yet the urgent need of such large undertakings lasts only for two or three months of each year. The remedy for this condition is a system of inspection and examination similar to that maintained by our banking department, and the commission could thus know at all times the exact condition of each elevator and fix the bond necessary in each case. The time is coming when some action of this sort will become necessary.

We have in this state today over two thousand elevators which handle from one hundred to one hundred fifty million bushels of grain each year. Conceding that the men engaged in the business are as honest and honorable and careful as can be found in any walk in life, yet there are the same risks in this business that there are in any other and there is sure to be found engaged in it a certain percentage of incompetents, or unfortunates, or even reckless gamblers, and hence there is bound to be loss to the depositor unless he is safeguarded thoroughly. It is impossible to furnish him this protection by a flat bond of \$5000 for each elevator without a systematic effort to prevent the shipment of stored grain in excess of the bond.

It would unquestionably be within the province of the Railroad Commission to prohibit the shipment of stored grain out of the state. A drastic order of this kind would paralyze the grain business and is not to be thought of. The movement of the harvested crop to the ultimate consumer should be as free and unretarded as the current of the mountain stream. To compel the farmer to sell his grain before he is ready, or to compel the construction of storage capacity sufficient to take care of an entire crop would work an unnecessary hardship on the farmer and inflict an uncalled for burden on the buyer. The business should be so adjusted that the warehouseman may freely move his grain to the markets and ever keep surplus storage room in his bins for new grain coming in. The fact that the farmer refuses to sell his grain and insists on storing it, should in no wise retard the conversion of that very grain into flour, or in fact its consumption at home or its exportation abroad.

In the past the Commission has contented itself with tacitly permitting the shipment of stored grain up to the amount of the bond, though as shown before there has been no way yet devised to keep check upon these shipments. It was due to this failure to keep check that the North Dakota Grain Co. was enabled to ship out \$25,000 worth of stored grain, pay all its other debts with the proceeds thereof, and leave the ticket holders practically remediless excepting for the right to go over to Duluth and recover the grain.

We are confronted with a condition not a theory; the warehouseman has no right to sell his stored grain and the buyer gets no title to it. The owner, who knows it is being shipped out, who knows that it is absolutely necessary that it should be shipped out, stands by and watches it being shipped out without losing his right to it. The proper handling of our enormous crops seems almost to require that large quantities of stored grain be shipped out to make room for new grain.

ARMED BRITISH merchant ships have been barred from Rotterdam. The British steamer Princess Melita threw overboard her gun and its mounting before being granted permission to enter the harbor at Rotterdam recently.

## War Affecting the Grain Trade.

SIR ARTHUR LEE, member of the British Parliament, has been appointed director of general food production.

THE SPANISH government has requisitioned wheat flour in Madrid and neighboring towns to the amount of 4,500 tons.

No BRITISH maltster or dealer henceforth may sell or brewer buy malt without the Food Controller's authority nor may any brewer for sale manufacture any malt from any barley agreed to be bot after Feb. 9 except upon such authority.

SIXTY GRAIN DEALERS, millers and producers from the province appeared before the police tribunal in Paris recently and were fined from \$1.93 to \$193 for selling wheat, oats and bran at more than the maximum prices fixed by the government.

THE WAR INSURANCE which can be obtained covers only about 50 per cent of the present worth of the vessels, so that if they are sunk in the war zone the owner gets only half of the present value in case he has to replace by buying another vessel.

THAT EVERYONE will have to go without potatoes in Great Britain in the late spring and early summer is the prediction of Captain Bathurst, the food controller's spokesman in the house of commons. He said there was an unprecedented shortage, not only in the United Kingdom but throughout the world.

THE UNITED STATES war risk bureau issues insurance only on American ships, and when they are bound to ports of belligerents it does not issue policies if contraband is carried. Since the government bureau opened it has written policies aggregating \$230,000,000; has collected premiums of \$3,600,000 and paid losses of about \$800,000.

THE GERMAN government has ordered that all grain in the future must be milled out to 94 per cent instead of 82 per cent, as at present, and 60 per cent in peace time. The resulting flour, tho far coarser, will be somewhat cheaper. The flour supply also will be husbanded by forbidding the production of cakes from any other than a substitute or foreign flour.

A COMPETITION with premiums for a more extensive cultivation of winter grain in Italy has been announced by the director of circulating agricultural bureaus, according to Consul General David F. Wilbur, Genoa. The bonus is \$3.90 per acre. Of this \$2.34 is a bonus for simple cultivation and \$1.56 an extra bonus for growings demonstrating greater productivity, compared with former cultivations.

ALL STEAMSHIPS of more than 1,000 tons burden which are chartered by companies or individuals in France must have authorization from the under secretary of transportation in order to sail from a foreign port to any point other than a French port or to sail in ballast from a French port to a foreign port. Violation of this regulation will be punished by cancellation of the privilege of engaging in foreign commerce.

SHIPS SUNK by submarines or mines recently were as follows: The Noorderdijk of the Holland-America Line, carrying 8,500 tons of grain, worth \$800,000, from New York to Rotterdam; the Jacarta, owned by the Rotterdam Lloyds, also carrying \$800,000 worth of grain from New York for Rotterdam; the Italian steamer Oceania, which left New York with a cargo of grain for Genoa; the Italian steamer Prudenza, carrying a cargo of Indian corn from Argentina to Italy, and the British steamer Corso, carrying a quantity of flaxseed.



# Country Elevator Accounting Grain in Wagon Loads

By AUDITOR PENN

The grain dealer accountant finds it necessary to accept as of almost equal value two features, one having to do with quantity, usually in pounds and bushels, and the other with amount, in dollars and cents. It is to be hoped there will come a time when the grain trade will use the hundred-weight rather than the bushel as the unit of measurement, but we must deal with conditions of the present; reserving the right always to strive for better things. Both quantities and amounts should be handled in sub-divisions representing the different kinds of grain. Each grain should be classified into several grades. The grades have never received the attention which their importance merits, and now that we are soon to have a uniform series of grades under which it will be possible to grade more closely and more accurately, with a better opportunity for comparison of results, it must be given more consideration if the true condition of the business is to be known.

Often the dealer's accounting problem is complicated by the presence of side lines, varied in nature, and each bringing with it something peculiar to itself. Provision must be made for these, but however numerous the side lines may be, it still remains that the greater number of details are involved in the receipt and sale of grain. Even the accounting for side lines will touch upon, and at points

coalesce with, that of the general business, an attempt to combine an explanation of the two would but serve to befog the treatment of both. Moreover, accounting for side lines will not alter in the least the necessities of the grain accounting, which should be complete within itself.

Therefore, we will consider herein only the handling of grain, and of it we find the following principal divisions, namely:

1. Grain Received in Wagon Loads.
2. Grain Sold in Retail Lots.
3. Grain Received in Carlots. (Usually for sale at retail.)
4. Grain Sold in Carlots.

Of these divisions the first two, Grain Received in Wagon Loads and Grain Sold in Retail Lots, form the major portion of the mass of items which must be handled. This article will deal with those two divisions, only.

NUMEROUS SYSTEMS have been evolved for taking care of Wagon Loads, and whatever the method in use it must furnish to the farmer or customer a memorandum of the transaction and furnish to the dealer a record giving all pertinent facts. It may be said that anything which satisfies the customer is good enough for that requirement. The dealer is not greatly interested in that phase of the matter outside of the necessity for giving the information. He is

desirous of knowing, and knowing instantly, the following facts which are vital to his business:

1. The quantity of each grain received.
2. The quantity of each grade of grain received.
3. The cost of grain received.
4. The quantity of each grain sold (at retail).
5. The quantity of each grade of grain so sold.
6. The amount of money received for same.

We are not now considering carlot receipts and sales.

It is possible to extend the operation of almost any system of recording data about Wagon Loads Received and Retail Lots Sold so that all of the six forms of information will be available, but with most systems such extension will require other books, while the making of the entries therein will consume valuable time and increase the amount of labor. It is the grain dealer's desire to reduce this consumption of time and labor to the minimum in order that he may be released for giving attention to the promotion and care of his business.

It is quite plain that at the time the load is weighed it is absolutely necessary to perform certain operations, and it naturally follows that if those operations can be made to do certain other things automatically a great stride will have been made toward the elimination of useless motions.

Herewith in Figure 1 is presented a form of duplicating scale book designed to fill this need. It is applicable to any country grain business, whether it be that of an independent dealer, a co-operative organization, or a line company. When used in connection with the Report Form, Fig. 2 and the Recapitulation Form, Fig. 3, it will make available for the period of a day, a month, or year all of the six items of needed information about the condition of the business with respect to grain.

FOR INDEPENDENT DEALERS and farmers organizations the form will consist of a short page, Fig. 1 (a) size 6"x14" and a full width page (b) size 11"x14".

These sheets may be bound in permanent form, or have holes punched at the sides, so as to gather in ordinary ring binder. Form a should be interleaved with form b, so that when any one of the nine scale tickets is filled in a carbon copy of all the entries will be duplicated upon the same ticket of Form b.

The tickets of Form a are perforated, so as to facilitate the removal of any one ticket, without interfering with the

Name			Gross	AMOUNT	
191			Tare		
Ticket No.	Driver	Weigher	Net	Dollars	Cts.
Check No.	Kind of Grain		Bus.		
Name			Gross	AMOUNT	
191			Tare		
Ticket No.	Driver	Weigher	Net	Dollars	Cts.
Check No.	Kind of Grain		Bus.		

Fig. 1.—(a) Two of the Nine Weight Tickets on Perforated Page Overlaying (b).

Name			Gross	AMOUNT DISTRIBUTION AS TO GRADE									
191			Tare	Dollars	Cts.	No. 1	No. 2	No. 3	No. 4	No. 5	Sample		
Ticket No.	Driver	Weigher	Net	Ford.		Bus. Lbs.	Bus. Lbs.	Bus. Lbs.	Bus. Lbs.	Bus. Lbs.	Bus. Lbs.		
Check No.	Kind of Grain		Price	Ford.		Ford.							
Name			Gross										
191			Tare										
Ticket No.	Driver	Weigher	Net										
Check No.	Kind of Grain		Price	Bus.									

Fig. 1.—(b) Carbon Copy Duplicate Weight Tickets Corresponding to Tickets in (a) of Fig. 1 with Spaces for Extension to Show Grade Distribution.

## DAILY REPORT

191

No.

STOCK										Long and Short					
KIND OF GRAIN										KIND OF GRAIN:					
		No. 1		No. 2		No. 3		No. 4		No. 5		Sample			
		Bus.	Lbs.	Bus.	Lbs.	Bus.	Lbs.	Bus.	Lbs.	Bus.	Lbs.	Bus.	Lbs.		
On Hand Last Report															
Rec'd Tickets:															
Total															
Sold and Shipped															
Balance															
Corrections															
On Hand Tonight															
<div style="margin-top: 10px;">Cars Loaded Today:</div> <div style="margin-top: 5px;">Checks Issued Today:</div> <div style="margin-top: 5px;">Remarks</div>										GRAIN CONTRACTED TODAY					
										Name	Kind	Bushels	Date Del.	Price	Adv.
<div style="margin-top: 10px;">GRAIN DELIVERED ON CONTRACT</div>										Name	Kind	Bushels	Date Cont.	Price	Due
<div style="margin-top: 10px;">Pages Comprise This Report</div>										Signed: _____					

Fig. 2.—Portion of Page From Daily Report Book Showing Amount of Grain Contracted for and Delivered and One of Four Tables on Page Giving Grain on Hand.

position of the other tickets. If the leaves are bound in permanent form, they can be gathered and held in the proper relation to one another, so that the entries will be duplicated in the exact space provided for them. Should the user desire to use certain portions of the book for one kind of grain, he can reserve the pages wanted by inserting a pressboard leaf, with the name of the grain he wishes to allot, that portion of the book to be pasted on the margin of the pressboard, and later can move it to meet the changing needs of his business.

If a ring binder is used, heavy binders' board divisions, bearing index tabs, will separate the sheets used for different grains. Two ring binders will then be used upon the scale desk, one for purchases and the other for sales. The current page will always present a flat writing surface, and as transfer binders will

hold the filled sheets a bulky book is avoided.

To minimize the risk of confusion it is suggested that white sheets be used for purchases, yellow for sales.

FOR LINE COMPANIES a third page, identical with form (b) should be provided so as to make three copies with one writing of ticket and two copies of the balance of the record. One of the pages (b) will be machine perforated to correspond to the division between loads. Page (a) still becomes the tickets for the farmer or customer; the perforated page (b) is to be sent to the central office; while the unperforated page (bb) will remain as the local record.

The form shown in Fig. 2 is designed to show to the independent dealer and co-operative manager how he stands on the various grains with respect to stock on hand, and whether more or less has

been sold than has been purchased. With slight changes it can be made to serve as the local agent's report to the office of his line company.

Fig. 3 represents the form of recapitulation sheet for showing, on one page, the information by months to secure the results of a year's business.

IN OPERATION carbon paper is inserted between (a) and (b) Fig. 1 and one writing upon the ticket (a) will give the information called for on that part of (b) which lies below (a). Each of the nine tickets (a) is to be torn out and given to the farmer, and after that has been done there will be retained upon (b) a duplicate copy showing everything which the grain man needs to know about the load, while upon the extended portion of (b) will be recorded the number of bushels for which the ticket (a) has been issued, under the

RECAPITULATION OF				WAGON LOADS RECEIVED				RETAIL LOTS SOLD				KIND OF GRAIN				
YEAR:	QUANTITY		AMOUNT		QUANTITY DISTRIBUTED AS TO GRADE											
MONTH	BUS.	LBS	DOL.	CTS	NO. 1		NO. 2		NO. 3		NO. 4		NO. 5		SAMPLE	
JUNE																
JULY																
APRIL																
MAY																
TOTALS FOR YEAR																

Fig. 3.—Portion of Page from Monthly Recapitulation Book Showing Results of Year's Business.



proper grade column. The page (b) then presents, in columnar form for easy addition, the figures representing the number of bushels bought or sold, according as the sheet is being used for the one purpose or the other; bushels according to grade; and amount in dollars and cents.

Each day the columns are to be footed, the totals being carried forward as a sheet is filled, so that at the end of a month the results are instantly available for transcription upon the recapitulation form and for posting to the journal or ledger. Posting may be done in any way satisfactory to the user, but in any case it is necessary to post the bushel and amount columns only once each month. For customers' accounts each ticket may be posted separately, or all of one man's loads of a day may be entered together.

It is purposed that when all books of original entry have been considered there will be presented a simple method for making all postings; one which will eliminate repetitions and other unnecessary work, at the same time providing a constant check on results. In this connection it may be stated that if gross, tare and net weights are footed and carried forward from sheet to sheet the reduction of the total net pounds to bushels will prove the total of the bushels' column on the scale books; and the grand total of grade columns should equal the amount shown in the bushels column.

The most available space for the firm name is upon the reverse side of the tickets in form (a). This will afford an opportunity for a short advertising paragraph which will be found to be worth its cost.

It is highly desirable that the tickets for each grain, both for purchases and sales, be numbered consecutively. For that reason it is best that the entire sup-

ply of both white and yellow sheets be secured from the printer without the numbers, the same to be inserted later with a hand numbering machine. Thus, purchases and sales of each grain can be recorded on tickets and sheets numbered from one up. A numbering machine which will automatically print consecutively, in duplicate or in triplicate can be purchased for a reasonable sum, and it will be found a valuable device around the office. The work of numbering may be done by anyone in spare time, and a sufficient number of sheets for each grain can be ready at all times.

### Inflammability of Grain Dusts.

BY H. H. BROWN, BUREAU OF CHEMISTRY, U. S. DEPT. OF AGRICULTURE.

The fact that proper mixtures of inflammable gases and air, when ignited, will explode with great violence is well known and understood. However, it is not so well known that most dusts that will burn will also explode when in suspension in the air as a cloud, if it is first ignited by some source of heat. A pile of coal dust, grain dust or any other combustible dust, will smoulder and eventually all burn, but if that dust in a finely divided state is suspended as a cloud in the air, it will burn with a velocity which produces an inflammation or explosion. But the fact should be emphasized that the dust must be intimately mixed with the oxygen of the air before it will explode.

When a source of heat, for example an incandescent platinum wire, or an electric arc, is introduced into a cloud of dust, combustion takes place between the particles of dust and the oxygen of the air. If the heat thus generated, added to that of the source of ignition is not suf-

ficient to raise the adjoining particles of dust to their combustion temperature, combustion may take place only at the surface of the original source of heat. However, if this combined heat is sufficient or more than sufficient to raise the adjoining particles of dust to their combustion temperature, and this heat is sufficient to ignite the particles next adjoining, and so on, then an inflammation or explosive wave travels thru the dust and air mixture.

The air-pressure waves started by the hot expanding gases throw into suspension the dust that has lodged on beams, ledges, and other projections, and form a dust and air mixture, thru which the flame may propagate. Larger amounts of the hot expansive gases are formed and other pressure waves are started. The existence of these advance air pressure waves is an all important factor in the propagation of a dust explosion, for if there were none the dust would not be brought into suspension in the air, and thus furnish conditions for the continuance of the combustion.

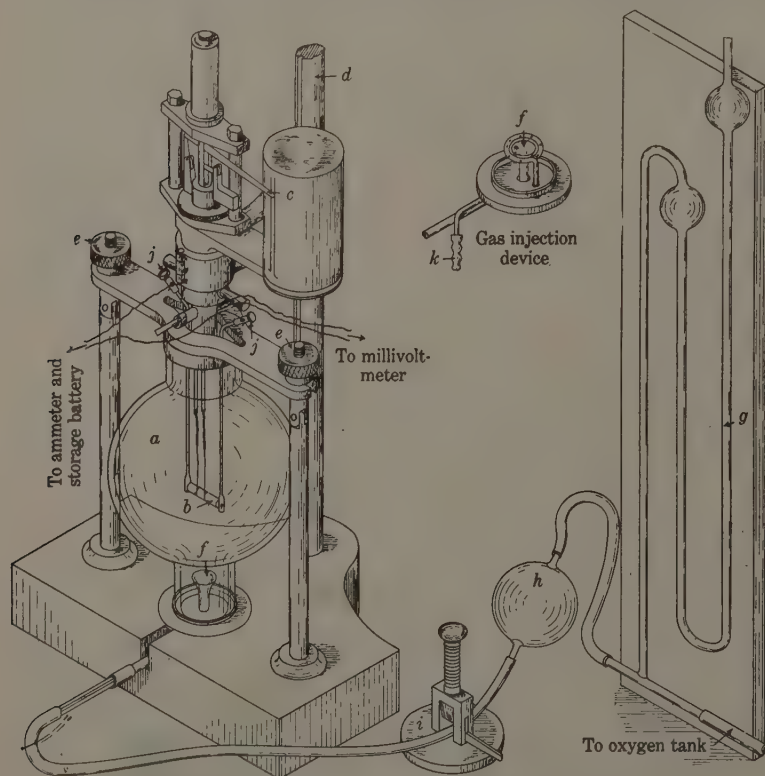
In Bulletin 56, the United States Bureau of Mines reports having measured in a coal dust explosion an average velocity of 2,273 feet per second over a distance of one hundred feet. In experiments at the British Experiment Station, Altofts, England, an average velocity of 2,014 feet per second has been obtained. At the French Experiment Station Taffanel obtained a velocity of 3,300 feet per second.

A pressure of 103 pounds per square inch is reported by the Bureau of Mines. The British authorities report pressures up to 100 pounds per square inch with an estimated pressure in one test of 120 pounds. Taffanel reports having measured pressures of 227 to 270 pounds per square inch, while in one test the steel gallery, with an estimated breaking strength of 570 pounds per square inch, gave way, pieces of the sheet steel being thrown distances up to 150 meters (472 feet).

There is no doubt that a dust explosion will die away if a dustless zone is reached, just as soon as the dust carried forward in suspension by the air currents has been consumed. Similarly a dustless condition would prevent an explosion from starting. But obviously it is impossible to avoid the formation of dust in most milling and grinding operations. However, if the dust zone is restricted by enclosure or other means, and made small enough, serious danger may be avoided. A slight explosion might occur in a machine but it could not propagate beyond the extent of the dust cloud, and an explosion could not be started outside of the machines because no dust would be in suspension or lodged where it could be thrown into suspension by a jar or by rapidly moving air currents.

Furthermore, it should be possible to prevent explosions within machines grinding or handling carbonaceous material, either by determining the causes of explosions, that is, the sources of ignition and devising means for preventing the formation of these sources, or by creating such a condition that the dust could not be ignited even tho a spark or source of heat should be formed.

Wheat elevator dust gave a pressure of 12.6 pounds per square inch; oat and corn dust from unloading station, 13.2; oat and corn dust from top of elevator, 13.2; oats dust from feed oats, 12.8; oats dust from ground hulls, 14.1; and white corn dust from top of elevator, 11.5 lbs. at a



Apparatus for Testing Explosive Force of Grain Dusts.

temperature of 2,192 degrees Fahr. This dust had been previously dried at 105 degrees C. Undried wheat smut gave a pressure of 21.4 lbs. per square inch. A temperature as low as 700 degrees C., showing a dull redness on the igniting coil scarcely visible in daylight will ignite the dust. Tests of a large variety of dusts follow:

Kind of Dust.	Pressure Generated, Lbs. per Sq. Inch.
Lycopodium .....	17.5
Stinking smut of wheat.....	15.9
Yellow corn dust from first break in dry milling .....	15.2
Dextrin dust from dextrin kiln.....	14.6
Stinking smut of wheat.....	14.3
Powdered wheat starch.....	14.0
Stinking smut of wheat with wheat dust .....	13.9
White dextrin .....	13.9
Starch dust (corn) from dry starch kilns .....	13.8
Canary dextrin .....	13.8
Tan bark dust .....	13.3
Powdered corn starch .....	13.2
Wheat starch .....	13.1
Starch and dextrin dust from about tray filler .....	13.0
Wheat elevator dust, side wall.....	13.0
Dextrin dust from top of reels and mixer .....	12.8
Wood dust from chipper room.....	12.8
Corn starch .....	12.7
Oat and corn dust from unloading station .....	12.6
Lump corn starch pulverized to pass 200 mesh .....	12.5
White corn dust, top of elevator.....	12.5
Wheat elevator dust .....	12.5
Oat and corn dust top of elevator.....	12.4
Oat dust from ground oat hulls.....	12.3
Sugar, lump pulverized to pass 200 mesh .....	12.2
Gluten feed dust, beams, etc. in curing room .....	12.1
Oat dust from feed oats.....	12.0
Dark canary dextrin .....	11.8
Feed dust from dust collector.....	11.8
Potato flour .....	11.7
Sugar dust from sugar pulverizer.....	11.7
Rice starch .....	11.3
Wheat flour from packing room.....	11.2
Powdered wheat starch .....	11.0
Corn elevator dust .....	11.0
Malt dust from discharge of collecting system .....	10.6
Wheat flour dust, rolls and purifiers .....	10.5
Fertilizer dust, from grinding dry tankage .....	10.5
Tapioca flour .....	10.4
Sugar dust, collector from powder mills .....	10.3
Pittsburgh Standard Coal Dust.....	10.1
Tan bark dust .....	10.0
Tapioca flour .....	9.9
Cocoa dust from cocoa bolters.....	9.9
Reduction middlings .....	9.4
Wheat flour from packing room.....	9.3
Cocoa dust from cocoa cooling room .....	9.1
Rice starch .....	9.0
Extra fine sulphur flour .....	8.8
Wheat smut and field dust.....	8.8
Ground cork dust .....	7.4
Rice flour .....	5.6
Arrow-root powder .....	3.9
Potato starch .....	3.2
Gelatine dust from elevator.....	1.1

The results cannot be considered as absolute, as showing that the order as given here is the exact order of ease with which these will ignite. It is, however, the order of inflammability as given under the conditions used in the tests. A change of any of the conditions might increase slightly the pressure given by some, while it would decrease the pressure given by others. However, the results indicate that most of the dusts have a higher degree of inflammability than Pittsburgh coal dust, but in the light of present knowledge it is difficult to interpret the significance of this higher pressure, except that the dust is more easily ignited.

Altho these results are only relative, they indicate that all dusts tested have a high degree of inflammability, and that a dangerous condition exists where a cloud of any one of them is in suspension, or in a position where it can be easily thrown into suspension in the air. The relative degree of danger is approximately in the order of the foregoing results.

The method as finally adopted for testing the inflammability of grain dusts is not dissimilar to that perfected by the Bureau of Mines for testing coal dusts, except in a few details. In brief it consists in forcing 75 mg. (.00264 oz.) of the dust against a coil heated to 1200° C. (2192° F.) at the surface, and held in a glass globe of about 1350-1400 cc. (85.36 cu. in.) capacity, the pressure developed being measured by a Crosby-Pressure Gauge. Air under 20 cm. of mercury pressure (3.86 pounds) is used to force in the dust, the flow of air being controlled by a 20 mm. bore capillary, 6 cm. long. The funnel which holds the dust has an internal diameter of 4.0 mm., with a bowl  $\frac{3}{4}$  inch deep and  $\frac{5}{8}$  inch across the top, the bend in the funnel being a right angle  $\frac{5}{8}$  inch below the bowl, and having a small wire screen inside and just back of the bend. The apparatus is shown in the accompanying engraving.

The only difference in the apparatus as used for the two types of dust is in the construction of the funnel. The methods of operation are different, however, in that 75 mg. of grain dust are used as against 100 mg. for the more inflammable coals, and 300 mg. for the less inflammable. The vital difference is that oxygen under 15 cm. of mercury pressure is used to insert the coal dust, while air at 20 cm. of mercury pressure is used to insert the grain dusts.

CONCLUSIONS.—Altho no large scale tests have been made with which to compare these results, from the general action of the dusts in the tests, it may be concluded that an explosion of any grain dust cannot be initiated in a gas mixture containing twelve or less per cent of oxygen, the remainder being inert gases. And this limit could be extended to fourteen or fourteen and a half per cent of oxygen if elevator dusts alone are considered. The results would suggest that the maintaining of an atmosphere of inert gases in all systems grinding or handling carbonaceous materials which form dangerous dusts would be an effective means of preventing many dust explosions. For even tho an ordinarily dangerous amount of dust may be present and a spark or other source of heat may be formed, the dust would not be ignited or an explosion be propagated because the oxygen content of the atmosphere would be too low to support combustion.

The results of these tests show that a lower oxygen content in the inert gas mixture is necessary to prevent an explosion of grain dust than would be required to prevent a coal dust explosion. And the results obtained with coal dust would indicate that a lower oxygen content in the mine atmosphere would be necessary to prevent a coal dust explosion than was recommended by Harger. However, his recommendation of 17½ per cent oxygen was very close to that determined in the above tests.

Large scale tests are being planned to further demonstrate the effectiveness of the preventive. The results which may be obtained then may alter the above results slightly. However, it is considered, as a result of the present tests, that an inert gas mixture containing twelve per cent or lower of oxygen will prevent a dust explosion from starting or propagating.

THE ARGENTINE government is distributing seed grain to farmers in certain districts, payment therefor being secured by charge against live stock and agricultural implements of those receiving the seed.

## The Embargoes.

Chesapeake & Ohio, effective Feb. 17, removed its embargo on eastbound freight.

Illinois Central has lifted its embargo on shipments of wheat, corn and oats to New Orleans.

Chicago, Milwaukee & St. Paul, effective Mar. 5, canceled its embargo of Feb. 23 on grain from Milwaukee to Chicago.

Wabash, extended its embargo of Dec. 26 covering freight for points in Trunk Line or New England territory to continue in effect until Mar. 4.

Monon, effective Feb. 24, removed all existing embargoes from and to all points on the C. I. & L. Ry. and to all points on connecting carriers and beyond, subject to their embargoes.

Baltimore & Ohio, effective Feb. 23, modified its embargo on carload freight for Cleveland, O., to permit acceptance of all shipments of foodstuffs for human and animal consumption when for Baltimore & Ohio delivery at Cleveland, O.

Canadian Pacific, effective Feb. 16, modified its embargo of Dec. 21 on carload freight for delivery on Canadian Pacific Ry. tracks at Toronto Terminals to permit acceptance of bulk grain for any consignee at any station in Toronto Terminals.

Boston & Maine, effective midnight Feb. 23 until midnight Mar. 2, extended its embargo on freight for points on or via that line to permit acceptance of all freight consigned via or intended for the Merchants & Miners Transportation Co. from Boston.

New York, Chicago & St. Louis, effective Feb. 16, on all eastbound carload freight reaching the New York, Chicago & St. Louis R. R. at junctions Fort Wayne, Ind., and east, including cars loaded on connecting line tracks at such junctions, except livestock, live poultry, perishable and coal.

Cleveland, Cincinnati, Chicago & St. Louis, effective Feb. 15, extended its embargo of Jan. 18 on freight for points on or via the Baltimore & Ohio R. R. at Columbus, Ohio, to prohibit acceptance of all carload freight from any point billed to any destination on or via the Baltimore & Ohio R. R. at Cincinnati, O., except livestock and perishable.

Pennsylvania Lines west of Pittsburgh, effective Feb. 27, modified its embargo as revised Feb. 15 as follows: To permit acceptance of carload freight from connections of the Pennsylvania R. R. when routed to the Pennsylvania R. R. via junctions other than Buffalo, when destined to any local point on the P. C. C. & St. L. R. R. via junctions in the Pittsburgh district.

Pennsylvania, effective Feb. 19, revised its embargo of Feb. 9 on freight for domestic delivery at or via the port of Philadelphia and continued in effect as follows: Embargo wheat and corn for all stations in Philadelphia, Pa., or any station in that district, Girard Point, Girard Point Elevator. Embargo bran for L. F. Miller & Sons or care Keystone Elevator Company, North Philadelphia, Pa. Embargo feed, also all grain, domestic and export for Keystone Elevator & Warehouse Company. Embargo grain screening of all descriptions and copra for all consignees at Merchants' Warehouse Co., Shackamaxon Street or Shackamaxon Street Station.

I COULD NOT get along without the Grain Dealers Journal at any cost.—F. D. Brandt, Van Wert, O.

THE INTERSTATE Commerce Commission has awarded Armour Grain Co. against the Michigan Central R. R. and connecting carriers the payment of \$8,-072.76, together with interest at the rate of 6 per cent from April 20, 1915, on account of unlawful charges collected in connection with the transportation of 128 carloads of corn from Chicago to eastern points, stored in transit at Buffalo.



## Seeds

TOLEDO, O.—Cratz Bros. have moved into a new plant for their seed business.

BLOCKADE restrictions on the importation of clover seed into Norway have been abolished.

ARGOS, IND., Feb. 14.—About 5% of our clover seed is yet to be marketed.—W. H. Corbet, mgr. Reed & Co.

TOLEDO, O.—Robbers pried open the window of the Toledo Seed Co. Feb. 22 but took nothing but a few revenue stamps.

KNOXVILLE, TENN.—Daniel R. Mayo, a prominent seedsman, died recently. Mr. Mayo was in business here for the past thirty years and was well known in the trade.

THE SEED INSPECTION com'tee for 1917 of the Toledo Produce Exchange is as follows: F. W. Annin, R. L. Burge, W. E. Stone, F. W. Jaeger, J. A. Smith, F. R. Moorman and J. C. Husted.

A BILL making it possible to ship in wheat from Canada for seed free of duty has been introduced by Congressman Steenerson of Minnesota. The bill, according to Congressman Green of Iowa, is likely to pass.

A NEW VARIETY of timothy, Arlington, is being distributed among farmers of Ohio by the U. S. Dep't of Agri. Experiment Sta. at Wooster, O. This variety matures about five days later than other varieties, this being its only difference. Twenty pounds are sent to farmers upon request.

SEEDS PUT UP in opaque sealed envelopes, properly labeled, would appear to constitute "proprietary articles of merchandise" and be mailed at fourth class rates" as set forth in Section 469, par. 5, instead of requiring transparent envelopes (par. 4).—Ruling by the third assistant Postmaster General.

THE DOMINION Seed Grain Purchasing Commission of Canada has given notice, signed by A. E. Wilson, Commissioner and Chief Agent, that it will not be in the market to purchase grain suitable for seed after March 20, 1917, unless special announcement is made; and will not accept deliveries at any of the interior government elevators after this date. The notice applies to all grains.

CALDWELL, IDA.—The Pacific Seed Co. of this place consigned a ton of alfalfa seed by parcel post to an ass'n of farmers near Hermiston, Ore. The seed was shipped in 50-pound sacks, each sack requiring 54 cents in postage. Practically all of the company's shipments to farmers of central and eastern Oregon are made by parcel post, the heaviest shipment heretofore being 750 pounds of clover seed to a dealer at Burns, Ore.

### Flaxseed Movement in February.

Receipts and shipments of flaxseed at the various markets during February, 1917, compared with February, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	441,550	398,800	77,540	87,570
Winnipeg	228,800	196,650	.....	.....
New York	210,300	.....	.....	.....
Duluth	168,137	237,533	15,986	18,202
Chicago	48,000	30,000	2,000	1,000
Milwaukee	14,970	48,400	.....	.....
Kansas City	1,000	.....	1,000	.....

KANSAS CITY, Mo.—The Missouri Seed Co. has purchased a new warehouse a few blocks from its present location. The plant contains 100,000 square feet and will give four times as much storage capacity as the present quarters.

E. E. ELDER of Albia, Ia., has accepted the management of the American Mutual Seed Co., Chicago. His brother-in-law, A. A. Berry, owns and controls the parent house at Clarinda, Ia., which is a pioneer institution of the state and is well established thruout the Mississippi valley.

WINNIPEG, MAN.—For enabling the government to loan money to municipalities at 5% for the purpose of purchasing seed grain for the farmers, Hon. Edward Brown has arranged an overdraft of \$500,000 with the banks. Each municipality is limited by the act to \$30,000. One municipality has already made application for that sum. The province gets the money from the banks at about 4%, or more, and will make straight loans to the municipalities, upon their undertaking to pay by Nov. 30, the end of the fiscal year. It is the intention of the government that the repayments shall be secured as soon as the first crop is marketed.

THE UNITED STATES annually imports from 1,000,000 to 3,000,000 pounds of winter rape seed, most of it coming from the Netherlands. Owing to an embargo placed on the exportation of rape seed by the Netherlands in the spring of 1915, seed was imported as rape from other countries, including France, Argentina and Japan. This has resulted in seed of three distinct plants being imported and sold as winter rape, as follows: (1) Winter rape, a biennial forage crop with fleshy, succulent leaves, furnishing an abundance of forage the first year and seeding the second year after planting; (2) an oil seed-producing plant, similar to winter rape in the early stages, but maturing seed in midsummer of the first year of growth; and (3) an oil seed-producing turnip, blossoming the second season after sowing and differing from the common garden turnip especially in having no thickened root. This plant has thin, hairy leaves, furnishing little forage compared with winter rape.—Yearbook, Dept. of Agr., 1915.

### Clover Seed Movement in February.

Receipts and shipments of clover seed at the various markets during February, 1917, compared with February, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	1,192,000	1,236,000	1,090,000	1,438,000
Milwaukee (lbs.)	770,800	475,275	170,050	417,898
Cincinnati (bags)	6,592	3,463	8,852	7,247
Toledo (bags)	5,441	13,044	13,643	7,317
*New York (bags)	1,890	.....	343	.....
*Includes timothy and alfalfa seed.				

### Timothy Seed Movement in February.

Receipts and shipments of timothy seed at the various markets during February, 1917, compared with February, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	2,478,000	2,203,000	4,802,000	2,326,000
Milwaukee (lbs.)	706,758	150,000	620,300	146,359
Cincinnati (bags)	2,303	4,745	4,050	4,621
Toledo (bags)	585	1,830	4,756	1,671

### From the Seed Trade.

FREMONT, NEB.—On account of the very high price for all field crops we think it is a question if the contracted acreage for sweet and field corn will be any larger and possibly not as large as last year for seed purposes, as we believe more of the wholesale seed growers will try and keep their acreage down rather than figure on much if any surplus acreage.—Western Seed & Irrigation Co.

TOLEDO, O.—Stock of clover seed here is liberal but in strong hands. Look at the premium on cash over the March. East has bought moderately. They will need much more. They cannot rely upon the foreigners to help them out as they have past two seasons. Farmers have the money. Their lands need fertilizing. Demand should be much larger than usual. Far West has marketed their surplus which was much smaller than last season. Two liberal crops in succession can hardly be expected. Prices are only an average. Railroad troubles have restricted shipments. Conditions should soon improve for seeds if they do not on grain.—C. A. King & Co.

PONTIAC, MICH.—All seed crops in this part of the state, with the exception of clover and alsike, were very light. The total volume of clover and alsike is not as great as we expected earlier in the season, but the general average of quality has been exceptional. Seed has been moving rapidly past few days and think from present indications the crop will be readily absorbed. Farmers have shown a disposition to sell and have seen no evidence of any tendency to carry over. Seed trade has opened unusually early and believe farmers are fully alive to the situation and most of them inclined to secure their supplies while there is a chance, and because of the light crops last year we are looking for an unusually heavy general seed trade.—The C. E. De-Puy Co.

TOLEDO, O.—Clover seed prices have declined somewhat from the recent advance which carried them to the highest point on the crop. Arrival of March caused some running away from delivery on the part of March longs, with cash commanding a considerable premium. This caused weaker feeling. Demand is not so keen, and offers are more free. General situation looks firm. Easterners have no large stocks. They will probably not get much more seed from abroad. Will have to supply demand from domestic supply. Large Indiana dealer says he is very busy filling orders from interior dealers. Some who sold their seed a few weeks ago are now buying for their retail trade. Stocks are not large at interior points. Toledo stocks around 25 or 30 thousand bags. They are decreasing. Expected to have big decrease during March. Stocks here are mostly in strong hands. October commanding considerable attention. Early purchases of October usually show profit. Prices generally advance at some stage as there is usually deterioration during growing season.—Southworth & Co.

MERCHANT VESSELS of the United States registered for the foreign trade under date of Dec. 31, 1916, numbered 3,242 and the total gross tonnage, including vessels enrolled and licensed for the coasting trade and fisheries was 8,585,264, compared with 3,134 and a total gross tonnage of 8,469,649 under date of Jan. 30, 1916.

## Buckhorn Separator.

Clover, alfalfa and desirable crop-seeds are generally so mixed with buckhorn and other seeds of worthless weed-like plants as to endanger the crop-return from fields planted with such mixture. Many of the obnoxious seeds, of which the buckhorn is one, have a coating which becomes mucilaginous when moistened, while the desirable seeds are not so constituted, and the object of this invention is to provide a means for thoroughly moistening the mucilaginous coated seeds and adhering them to a granular material which will increase their bulk so they may be readily separated in this condition from the desirable seeds.

The desired separation is effected by the machine shown in the engraving. Mounted at the top of a suitable frame 1, is a vertical cylindrical tube 2, within which is a vertical rotating brush 3. The mixed seeds to be cleaned are deposited thru a tub 4, into the upper end of the tube 2, and water is simultaneously introduced thru pipe 5, having a faucet 6, for regulating the supply. The sides of the tube 2 are preferably corrugated to form baffles 7, for the brushes to beat the seeds against to insure a thoro moistening of the latter.

The moistened seeds discharge by gravity thru the lower open end of the tube 2, and are received upon a horizontal traveling apron 8. The apron 8 is an endless one which passes around a pair of horizontal drums 9, 9', on shafts which are journaled in boxes supported by the frame 1, and the two drums are sufficiently separated to afford a length of apron which by being moved slowly will give the moisture on the seeds time enough to soak into the coating of those like the buckhorn and make them gummy.

Below the apron is a revolving drum 10, and above it is a device 34, similar in construction and operation to the well known dust-collector, from which dry sawdust is discharged to the apron. By the turn of the belt around the drum 9' the moist seeds, and sawdust on it, will drop off. These droppings will be arrested by an inclined chute 12, supported below the drum 9' by the frame 1, and will be discharged into the drum 10 by the chute which enters it. A pipe 13, conveying hot air from any suitable source (not shown), discharges into the opposite end of the drum 10 from chute 12, and to increase the air-flow thru the drum and also to accelerate the movement of the sawdust and seeds thru the drum in the opposite direction, the latter is inclined somewhat as shown. By the rotation of the drum the moistened seeds and dry sawdust are tumbled together and are

thoroly mixed for the purpose of bringing every gummy seed into contact with a piece of sawdust, to which it will adhere by reason of its nature, aided by the absorptiveness of the sawdust in its dry condition.

The drum 10 has annular outside channels 14 which form tracks for rollers 15 supported by the frame 1, upon which rollers the drum is free to revolve. Near the middle of the drum is an outside annular row of worm teeth 16, engaged by a worm 17, on a rotating shaft extending transversely of the frame and supported by the latter.

Within the drum are a plurality of inwardly projecting vanes 18 in spiral rows to move the seeds and sawdust down the drum and for raising them and dropping them thru the current of heated air to dry them, it being important that the time of exposure of the seeds to the heat of the air be of such short duration as not to injure their germinating qualities.

At the bottom of the section of the stationary hot-air pipe 13, next to the revolving drum 10, is an air-valve 19, at the mouth of an inclined chute 20, which allows the dried mixture to escape from the influence of the hot air without allowing the hot air to escape.

Suspended by spring straps 21 from the frame 1 is a shoe 22, which is connected by a pitman 23 with a rotating eccentric 24 and vibrated. This shoe has a wire screen 25, upon one end of which the discharge thru chute 20 is received. The shoe and screen are elevated at the end where the chute discharges, and the constant vibration imparted to the former, work the discharged material down. The desirable crop-seeds, having no adherent sawdust, pass freely thru the screen, as do also some of the others, which have gathered only very small particles of sawdust, but the major portion of the undesirable seeds with larger adherent sawdust particles move to the lower end of the screen and are tailed off thru a laterally inclined spout, 26.

The good seeds, together with the mucilaginous seeds having insufficient particles to hold them back, are deposited upon the floor of the shoe 22, and the latter, being proportionately lighter than the good seeds, will arrange themselves in a layer on top of the heavier good seeds and are skimmed off as the good seeds pass thru an opening upon a table 27. The unattached sawdust is removed by suction, the cleaned seed falling into a hopper 33.

For this invention letters patent No. 1,216,803 were recently granted to Shirl Herr.

## New South Dakota Law on Pure Seeds.

A bill introduced in the South Dakota legislature by Representative Henry Jeffries of Sansarc, as H. B. No. 283, has been amended in the senate and is now believed by Mr. Jeffries to make a good measure, altho the suggestions made by the seed dealers were ignored both in the House and Senate.

The bill provides that the label shall state the percentage of purity, percentage of germination and name of the seller. One amendment makes the farmer responsible to the seed house for the purity of the seed.

WE CANNOT get along without the Grain Dealers Journal.—N. L. Laver & Sons, Wakarusa, Ind.

## Cash Reward for Prompt Release of Cars.

A statement on reciprocal demurrage was read into the Congressional Record by Representative Austin of Tennessee on Feb. 27 during a discussion of the present car situation. The statement, issued by Prof. J. A. Switzer, University of Tennessee, points out that in the present average agreement there is only a penalizing clause with no balancing bonus clause. He proposed an amendment which would place the control of demurrage in the hands of the Interstate Commerce Commission; it would make all demurrage reciprocal by requiring that the railroads pay a cash bonus for the early return of cars and so administered that at the end of each month the demurrage account of each patron of the railroad would be closed by a cash transaction in favor of the railroad if car detentions overbalanced releases, or in favor of the patron if the reverse. Further, the amendment would authorize the commission to adopt a sliding scale of demurrage and require the commission to readjust and publish the demurrage rates either quarterly or at semi-annual intervals in accordance with the real cash value of the use of cars.

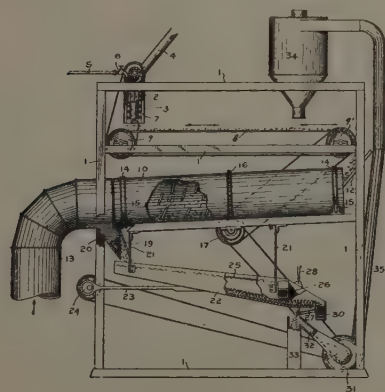
## Congestion Clearing Up in West.

The congestion at western terminals because of the eastern freight blockade and the slowing up of train operation in cold weather, which was particularly acute a few weeks ago, is now steadily disappearing. The large western roads entering Chicago report that they have markedly reduced the number of east bound cars on their rails held up on account of eastern line embargoes.

The Chicago, Burlington & Quincy has reduced the number of these cars from about 2,000 to approximately 500, or 75 per cent. The Illinois Central has effected a reduction from 3,500 to 1,500 or 57 per cent, and an officer of this road reported that conditions are close to normal, that delays are infrequent and deliveries prompt, and that he was soliciting new business. The Chicago, Rock Island & Pacific at the time of writing, has reduced the number of embargoed cars on its rails to about 50 per cent of the number during the worst congestion. The Atchison, Topeka & Santa Fe had effected a reduction of about 33-1-3 per cent, and the Chicago & Northwestern about the same amount.

The switching lines in Chicago are no longer blocked and deliveries from one road to points on another within the Chicago switching district are handled almost as expeditiously as under normal conditions. Although some of the eastern lines running out of Chicago are still unable to take much freight, the Pennsylvania is beginning to take considerable, as are the New York Central and the Cleveland, Cincinnati, Chicago & St. Louis. The New York, Chicago & St. Louis is taking freight for delivery on its own lines and the Wabash is also opening up.—*Railway Age Gazette*.

THE CONSTRUCTION of a railroad 31 miles long following the general direction of the Washita river and to traverse the Korn Valley and Colony sections has been proposed by Frank Kell of Wichita Falls, Tex., to the citizens of Clinton, Okla., provided Clinton and two other towns will put up bonuses and guarantees of right-of-way.



Buckhorn separator.



# Grain Trade News

## ARKANSAS

DeWitt, Ark.—The Walton Arkansas Rice Co. incorporated; to cultivate rice lands and operate warehouses, rice, grain and feed mills; capital stock, \$575,000; incorporators, M. R. Crandall, pres., John Furlong, vice-pres., and John A. Titus, sec'y-treas.

## CALIFORNIA

San Francisco, Cal.—Barnard & Bunker have given up the grain end of their business.

Oakdale, Cal.—The Grange Co., of Modesto, has bot the grain warehouses and mills of the Oakdale Mfg. Co., and now has the greatest grain storage capacity in the state. D. E. Lee has been appointed mgr. of the business here, which will be continued under the old name.

## CANADA

Raymond, Alta.—S. B. Dudley, of Calgary, will erect a 35,000-bu. elvtr.

Portage La Prairie, Man.—C. N. Woodward & Co., of Winnipeg, have erected a terminal elvtr.

Ft. William, Ont.—The Progressive Farmers Grain Co. has been incorporated, with a capital stock of \$50,000.

Le Ross, Sask.—The Sterling Elvtr. Co., of Winnipeg, has a new 35,000-bu. elvtr., equipped with gasoline power, on the G. T. P.

Calgary, Alta.—The Imperial Elvtr. & Lumber Co. of Winnipeg, will build elvtrs. this year thruout the southern part of Alberta.

Portage La Prairie, Man.—The elvtr. and mill of the Alexander Brown Mfg. Co. has been sold to a company, which will place the elvtr. in operation at once.

Bengough, Sask.—The Garner Bros. Grain Co., of Weyburn, has built a 30,000-bu. elvtr. and installed a gasoline engine for power. It is located on the Can. Nor.

Scottsguard, Sask.—The Benson-Newhouse-Stabeck Co., of Winnipeg, has built a 30,000-bu. elvtr., on the C. P. R. It is equipped with a gasoline engine for power.

Hughton, Sask.—The Canadian Elvtr. Co., of Winnipeg, has completed 35,000-bu. elvtrs., on the Can. Nor. here and at Biggar. Gasoline engines have been installed.

Webb, Sask.—E. J. Bawlf & Co., of Winnipeg, have built 30,000-bu. elvtrs. here and at Prelate. These houses are situated on the C. P. R. and are equipped with gasoline engines.

Netherhill, Sask.—The Planet Elvtr. Co., of Winnipeg, has erected a 30,000-bu. elvtr., at Beadle, equipped with a gasoline engine, and a 25,000-bu. elvtr., on the Can. Nor., at this place.

Castor, Alta.—The Planet Elvtr. Co., of Winnipeg, has completed 30,000-bu. elvtrs. at Coronation, Monitor and this place. These houses are equipped with gasoline engines for power and are located on the C. P. R.

Dobson, Alta.—The Planet Elvtr. Co., of Winnipeg, has built 30,000-bu. elvtrs., equipped with gasoline engines, on the Can. Nor., at this place, Hanna and Excel, and also a 25,000-bu. house at New Dayton, on the C. P. R.

Montreal, Que.—The Quebec harbor commissioners have asked for bids for the construction and delivery, of a grain storage annex to the present concrete Elvtr. No. 2. The new structure is to have a capacity of about 1,000,000 bus. and to be in complete working order.

Oyen, Alta.—Chas. S. Write has built a 30,000-bu. elvtr. on the Can. Nor. Equipment includes a gasoline engine for power.

Benton, Alta.—The Sterling Elvtr. Co., of Winnipeg, has erected 30,000-bu. elvtrs., equipped with gasoline engines, at this point, Lanfine and Youngstown, on the Can. Nor.

## WINNIPEG LETTER.

The Grain Exchange has given out tickets for admittance to its trading room gallery.

C. C. Hewson, formerly an inspector in the chief grain inspector's office, has been killed in action.

The Security Elvtr. Co., Ltd., contemplates the erection of several elvtrs. at country stations during the coming year.

The Farmers Club Elvtr. Co. incorporated to do a general grain and warehouse business; capital stock, \$300,000; incorporators, D. E. Ogletree, grain dealer, Saskatoon, F. A. Ogletree, grain dealer, and J. Muir, of Moose Jaw.

## COLORADO

Limon, Colo.—I contemplate improving my elvtr. during the coming year.—H. C. Arfsten.

Wellington, Colo.—Work will be started in the early spring on the erection of an elvtr. here.

Mead, Colo.—The Longmont Farmers Mfg. & Elvtr. Co. will install electric power in its elvtr.

Wiggins, Colo.—Farmers are organizing a company to build an elvtr. to handle this year's crop.

Hudson, Colo.—The Hudson Equity & Exchange Elvtr. Co. is being organized to build an elvtr. and store.

Grover, Colo.—The new 20,000-bu. steel elvtr. of the Crescent Mill & Elvtr. Co., on the Burlington, is equipped with a 10-h. p. engine for power. The White Star Co. had the contract.

Keota, Colo.—The Denver Elvtr. Co., of Denver, has built a 12,000-bu. cribbed elvtr., on the Burlington. It is equipped with a 10-h. p. engine. The White Star Co. had the contract.

Arriba, Colo.—Hugh Von Schutz, who has been managing the elvtr. of Stinson & Stramp for the past 2 months, has again turned over the control to Dan Mosher, and removed to Jennings, Kan.

Amen sta. (Willard p. o.), Colo.—The Denver Elvtr. Co., of Denver, has erected a 20,000-bu. steel elvtr., on the Burlington. It is equipped with a 10-h. p. engine. The White Star Co. had the contract.

Buckingham, Colo.—The newly organized Farmers Union will build a 15,000-bu. elvtr. and will handle implements in connection with the grain and coal business. Fred Livingwood is pres. and A. D. List, mgr., of the company.

Buckingham, Colo.—The Crescent Mfg. & Elvtr. Co., of Denver, has purchased a site and unloaded material for a 20,000-bu. steel elvtr., on the Burlington. Equipment includes a 10-h. p. engine. The White Star Co. has the contract.

Denver, Colo.—The Longmont Farmers Mfg. & Elvtr. Co. will erect a reinforced concrete elvtr. and 3 large storage tanks in addition to its present 200,000-bu. elvtrs. The new elvtr. will be 125 ft. high and will have a capacity of 80,000 bus. Contract has already been awarded.

## IDAHO

Gooding, Ida.—The Gooding Mfg. & Elvtr. Co. will place its elvtr. in operation and install a feed mill and other improvements. Coal sheds will be erected in connection. The elvtr., which has a capacity of 80,000 bus., was built about 8 years ago, but has not been operated as the company handled sacked grain.

## ILLINOIS

Putnam, Ill.—Floyd Williams is now ass't mgr. of the Putnam Grain Co.

Lanton, Ill.—T. J. Kizer & Son have taken over the elvtr. of Bailey Bros.

Campus, Ill.—W. B. Allen has been retained as mgr. of the Campus Grain Co.

Hinckley, Ill.—Dick H. Doeden has been retained as mgr. of the Hinckley Grain Co.

Litchfield, Ill.—Wand, Todt & Co. have succeeded the Litchfield Mill & Elvtr. Co.

Rockton, Ill.—W. H. Moore has succeeded Moore & Gayton in the grain business.

Farina, Ill.—F. Schmidt has succeeded Schmidt Bros. in the grain business here.

Cairo, Ill.—The Hastings-Stout Co. is planning to extend the switch track at its elvtr.

Crossville, Ill.—The Crossville Grain Co. has increased its capital stock from \$2,500 to \$7,000.

Allentown, Ill.—L. C. Russell has succeeded Russell & Son in the grain business here.

Morrisonville, Ill.—T. E. Doyle, former prop. of the Johnson Elvtr., has been adjudged insane.

Illipolis, Ill.—The Farmers Elvtr. Co. has decided to apply \$5,000 to extension and improvements.

Cerro Gordo, Ill.—George H. Warren, who at one time was mgr. of the East End Elvtr., died recently.

Woodhull, Ill.—V. E. Setterdahl has been retained as mgr. of the Farmers Elvtr. Co. for the ensuing year.

Rantoul, Ill.—J. R. McCabe is pres. and G. A. Keal, vice-pres., of the recently incorporated Rantoul Grain Co.

Itasca, Ill.—Farmers are organizing an elvtr. company. They will use the building, owned by H. C. Hoffmann.

Springfield, Ill.—A grain car conference was held in this city Feb. 27 before the state public utilities commission.

Cereal, Ill.—The name of this town was formerly Healey. An elvtr. is located here, operated by the Healey Grain Co.

Cazenovia, Ill.—Henry Bachman, of Bachman Bros., for many years props. of an elvtr. here, died recently at Peoria.

Henkel sta. (Mendota p. o.), Ill.—A. E. Bader has been retained as mgr. of the Henkel Elvtr. Co. for another year.

Metamora, Ill.—Fire in the office at the elvtr. of J. R. Wagner on Feb. 23 was discovered before much damage was done.

Otto sta. (Kankakee p. o.), Ill.—George W. Schroeder, of Chebanse, has bot the elvtr. of the R. F. Cummings Grain Co.

Elwood, Ill.—The elvtr. of the Farmers Grain Co., containing 30,000 bus. of corn and oats, burned Mar. 6. Loss, \$15,000.

Springfield, Ill.—The American Grain Co. incorporated; capital stock, \$112,500; incorporators, M. E. Daniels, F. Buelow and others.

Eden, Ill.—I have sold my grain, implement and hardware business to H. F. Turner, of Canton, who took charge Mar. 1.—C. F. Holt.

Tabor, Ill.—J. M. Teal is mgr. of the Tabor Co-operative Grain Co., which has succeeded the Farmers Grain Co. and C. Gambrel & Co.

Chestnut, Ill.—The recently organized Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, George F. Dittus, Martin Grathwold and Vaughn Hetzler.

Plainview, Ill.—E. L. Crow has erected a 15,000-bu. elvtr., equipped with a 15-h. p. oil engine. The Younglove Construction Co. had the contract.

State Road (Mayview p. o.), Ill.—The gasoline engine at the elvtr. broke recently. Mgr. Peyton had his toe crushed while stopping the machinery.

Springfield, Ill.—We will not build until conditions improve as we believe it would be a hazardous venture under present conditions.—Wiedlocher & Sons.

Streator, Ill.—J. F. Grennan, who has been the operator for Robert J. Reid at Sterling, has accepted a position with Jas. E. Bennett & Co. at this city.

Loraine, Ill.—H. H. Lawless, of Columbus, has been placed in charge of the elvtr., which Lummis & Cook purchased from the estate of John Gunn.

Skelton sta. (Beason p. o.), Ill.—The 2 elvtrs. at this station are owned by the Farmers Grain Co., with W. H. Armstrong as mgr. The main office is at Beason.—X.

Minier, Ill.—The Minier Grain Co. will receive bids until Mar. 16 for the construction of a reinforced concrete elvtr. Plans have been prepared by Miller & Holbrook.

Coleta, Ill.—The name of the Coleta Grain & Lumber Co. has been changed to the Milledgeville Farmers Elvtr. Co. and the capital stock has been increased from \$5,000 to \$10,000.

Concord, Ill.—The elvtr., owned by John Nordseik, caught fire recently. The blaze was extinguished when the hose, from a locomotive standing on the siding, was turned on the elvtr.

Barr, Ill.—J. A. McCreery & Sons, of Mason City, have prepared plans for a 15,000-bu. up-to-date elvtr., to be erected on the Northwestern, at this station, which is south of Mason City.

West Union, Ill.—We will rebuild at once our elvtr. and mill, which burned Nov. 20, with a total loss of \$25,000. The capacity of the new structure will be about the same as the old one.—Poorman Bros.

Jacksonville, Ill.—Thomas R. Cain is mgr. of a line of 5 elvtrs. in small towns near this place. His office at present is at Arnold, but we understand that he intends to move it to Jacksonville.—J. H. Cain & Sons.

Beardstown, Ill.—Schultz-Baujan & Co. have prepared plans and will start work soon on a large reinforced concrete elvtr. and mill to replace their plant, which burned Feb. 19. The company's new elvtr. was not damaged.

Decatur, Ill.—The case of the Shellabarger Elvtr. Co. against the Illinois Central R. R. was taken under advisement Feb. 20 by the Illinois supreme court. This is one of the several grain-leakage cases tried in the circuit court here last year.

Sidney, Ill.—I am not associated with the Sidney Grain Co. as I resigned Mar. 1. The management has been placed in the hands of a member of the directors, which I suppose will be permanent after a while.—Flay R. Best, formerly sec'y-mgr.

Morrisonville, Ill.—Louis Johnson has let contract for the erection of a concrete elvtr., to cost \$18,500. This house, which will replace the one burned recently, will be 106 ft. high and will contain a 100-ft. storage bin for corn and six 70-ft. cylindrical bins for wheat, oats and corn, which will be 12 ft. in diameter. Miller & Holbrook designed the building, which will be ratproof. Work will start at once and the elvtr. will be finished by June 1.

Martinton, Ill.—F. D. Seiler, mgr. of the Farmers Elvtr. Co., met with a terrible accident Feb. 24, which may result in the loss of one or possibly both of his legs. Mr. Seiler was operating the dump at the elvtr. unloading grain and as it did not work smoothly he stepped on the hind part of the wagon bed intending to get out when the load went down. He failed to do so and was caught between the wagon box and a large steel beam. Both of his limbs were broken and one will probably have to be amputated.

Macomb, Ill.—The name of the recently incorporated Macomb Grain, Fuel & Supply Co. has been changed to the Farmers Grain, Fuel & Supply Co., and the capital stock reduced from \$15,000 to \$10,000. The company, which has taken over the elvtr. and coal yards of the estate of Frank Hunter, has been re-incorporated.

## CHICAGO NOTES.

Henry E. Southwell, retired grain merchant, died Feb. 23, aged 82 years.

Memberships in the Board of Trade are selling at \$6,500, a decline of \$200 in the last 2 weeks.

Philip H. Schifflin, pres. of P. H. Schifflin & Co., was bereaved Feb. 28 by the death of his wife.

The rate of interest for March has been fixed by the finance committee of the Board of Trade at 5% per annum.

The name of the firm of E. Lowitz has been changed to E. Lowitz & Co.—Sam Finney, mgr. cash grain dept.

W. E. White is now in charge of our future dept., Sim Fernandes having recently left us.—W. H. Perrine & Co.

The salary of the chief grain inspector will be reduced from \$6,000 to \$5,000, according to a provision of the consolidation bill, which becomes effective July 1.

Charles L. Caswell, for many years a member of the grain firm of Parkhurst & Caswell, formerly members of the Board of Trade, died Mar. 6, aged 79 years.

The large elvtr. being erected in South Chicago by the Chicago & Northwestern Railway is rapidly nearing completion. When finished it will have a capacity of 10,000,000 bus. and will be operated by the Armour Grain Co.

Fire on Feb. 24 destroyed 50,000 lbs. of dried peas, and other foodstuffs in the warehouse of Mitchell & Enninger. The 2 large elvtrs. of Hales & Edwards, containing about 250,000 bus. of oats and other grain, were imperiled by the flames.

E. Lowitz & Co. have recently opened offices at Washington, Ia.; Indianapolis, Ind.; Joliet, Ill., and Lafayette, Ind. Harry L. Kaga is in charge of the office at Washington; J. M. Conner at Indianapolis; J. Arthur Baskerville at Joliet, and J. M. Auld at Lafayette.

Edward J. Ryan and Charles C. Renshaw have been admitted to partnership in the firm of Clement, Curtis & Co. Mr. Ryan, who was admitted last month to membership in the Board of Trade, has been with the firm for 18 years and Mr. Renshaw entered its employ 9 years ago.

E. B. Conover has applied for membership in the Board of Trade. Ralph N. Gardner and Matthew K. McMullin have been admitted to membership and the memberships of A. B. Jones and the estate of H. E. Bucklin have been posted for transfer. Memberships are quoted at \$6,500 net to buyer.

Forty-five acres of land along the Calumet River in South Chicago have been purchased by the C. B. & Q. R. R. from the E. J. & E. R. R. The erection of a huge elvtr. on this tract of land has been contemplated, but no definite plans have as yet been drawn, even for the tracks which will be laid on it. This property already has tracks and dockage upon the Calumet River. The Burlington South Chicago Terminal Co. will be incorporated to hold title to this land.

## PEORIA LETTER.

The capital stock of Rumsey, Moore & Co. has been increased from \$30,000 to \$50,000.

No damage was done to our plant by the fire started by a spark from a switch engine owing to our facilities and the prompt work of the fire dept.—Central City Elvtr. Co.

According to a recent ruling of the directors of the Board of Trade no more long distance telephone calls can be placed over the exchange telephones during the hours of 10:30 a. m. and 12 m., as these calls interfere with local business.

The American Mfg. Co. has purchased the site of the old Iowa Elvtr. and contemplates the erection of a 1,000,000-bu. house.

## INDIANA

Grand View, Ind.—Daniel Kopp has made plans for the erection of an elvtr.

Roann, Ind.—The recently incorporated Mutual Grain Co. has increased its capital stock from \$30,000 to \$40,000.

Talbot, Ind.—The elvtr. at this place was threatened with destruction recently when a large portion of the town burned.

Maxwell, Ind.—Brandenberg & Carlton will build a 20,000-bu. elvtr. Contract has been let to the Reliance Construction Co.

Greensburg, Ind.—Robert A. McCoy will take over the elvtr. Mar. 15, which D. M. Blackmore has been operating under lease.

Pence, Ind.—New scales have been installed in the 80,000-bu. elvtr., which W. W. Evans & Son took over from F. R. Pence.

Arcola, Ind.—C. H. Seaman has been placed in charge of the elvtr., which O. Gandy & Co. took over from the Arcola Equity Exchange.

Talbot, Ind.—The Talbot Grain Co. incorporated; capital stock, \$10,000; incorporators, Henry C. Miller, George Foster and Jerry H. Heimerichs.

Fountaintown, Ind.—W. D. Springer will build 5,000 bus. storage and will remodel his old building thruout. The Reliance Construction Co. will do the work.

Sims, Ind.—The recently incorporated Sims Co-operative Grain Co. bot the elvtr. of Arthur Haycock and son, Bruce, for \$5,000. Possession will be given before Mar. 15.

Inglefield, Ind.—We have purchased the Inglefield Mill and will use it as an elvtr. Newland D. Akin is in charge.—W. Erskine, pres. Akin-Erskine Mfg. Co., Evansville.

Richmond, Ind.—F. G. Sprague, of Ft. Wayne, opened an office Mar. 1 under the name of the F. G. Sprague Co., to represent E. W. Wagner & Co., of Chicago, Ill. F. D. Alvord is in charge.

Wyatt, Ind.—Charles Haab and myself, who bot the elvtr. of N. L. Layer & Son, will operate as the Wyatt Grain & Coal Co. Mr. Haab will be mgr.—J. D. Baumgartner, mgr. Milford Grain & Mfg. Co., Milford.

Servia, Ind.—The Farmers Elvtr. Co. has been organized with W. H. Werking as pres. and Henry Hoover as sec'y. An up-to-date elvtr. will be built this summer at this station, which is 4 miles southeast of North Manchester.

Red Key, Ind.—The recently organized G. L. Watson Grain Co. incorporated; capital stock, \$15,000; incorporators, G. L. Watson, C. W. Watson and others. The company has taken over elvtrs. here and at Powers. Its old elvtr. at this place will be used as a coal shed.

Sheldon, Ind.—The suit of the Farmers Grain Co. against Wesley Swank, mgr. of its elvtr., has been dismissed from the supreme court. The grain company bot suit a few months ago for \$4,500, which it claimed Mr. Swank owed it. Since then an accounting has been taken and it has been found that the case is vice versa, and the grain company owes Mr. Swank \$140.

## INDIANAPOLIS LETTER.

Dr. Duvel held a meeting Feb. 28 in the Board of Trade for the purpose of discussing the subject of standard grades.

A branch office will be opened by E. Lowitz & Co., of Chicago, Ill., in the Lemcke Annex, with John F. Connor as mgr.

The general assembly has killed the weighmasters' bill, providing that weighmasters might be appointed in cities, towns and townships to receive pay from fees collected.



A new roads bill was introduced in both houses, in the lower branch by Representative Montgomery and in the senate by McCray. This bill, if enacted, would take practically all supervision of highways out of the hands of a state commission, as proposed in the Duffy measure.

## IOWA

Stout, Ia.—Farmers are organizing an elvtr. company.

Popejoy, Ia.—Farmers are organizing an elvtr. company.

Bedford, Ia.—A farmers elvtr. company is being organized.

Wapello, Ia.—Farmers are organizing an elvtr. company here.

Ira, Ia.—Contract has been let for the erection of an elvtr.

Lawler, Ia.—The Lawler L. S. & Grain Co. has been dissolved.

Ledyard, Ia.—Farmers will organize a company to build an elvtr.

Ogden, Ia.—The Farmers Elvtr. Co. is being formed at this station.

Melvin, Ia.—The elvtr. of the Farmers Elvtr. Co. has been remodeled.

Winfield, Ia.—We contemplate repairing our office.—Farmers Elvtr. Co.

Owasa, Ia.—An engine has been installed in the elvtr. of the Farmers Elvtr. Co.

Plainfield, Ia.—We have organized the Farmers Elvtr. Co.—W. F. Wefel, sec'y.

Centerville, Ia.—J. Rosenbaum & Son have engaged in the grain and hay business here.

Roland, Ia.—I have sold my grain business to O. M. Anenson, of this place.—Jacob Erickson.

Brunsville, Ia.—We will build a new warehouse for storing oats.—O. Peck, mgr. Farmers Elvtr. Co.

Bancroft, Ia.—The Farmers Elvtr. Co. will dismantle its old elvtr. and build a new one to replace it.

Fayette, Ia.—The J. C. Engleman Land Co. has taken over the elvtr. and ice business of J. J. Carrothers.

Rockwell City, Ia.—The elvtr. of the Rockwell City Elvtr. Co. has been improved and new machinery installed.

Grundy Center, Ia.—Work is progressing on our elvtr., which we are rebuilding at this point.—Greig & Stockdale.

Arcadia, Ia.—The Farmers Elvtr. Co. is being organized, with a capital stock of \$10,000, to buy or build an elvtr.

Allerton, Ia.—H. C. Morgan has sold his elvtr. and coal sheds to the Peoples Coal Co. and will retire from business.

Earlham, Ia.—Our elvtr. was not damaged in the recent fire, which destroyed our lumber yard.—S. C. Moreland & Co.

Rands sta. (Rockwell City p. o.), Ia.—Roy Fischer, of Rockwell City, has been appointed mgr. of the Farmers Elvtr. Co.

Blencoe, Ia.—Lester C. Harris, who has been working in an elvtr. at Ute, is now agt. of the Nye Schneider Fowler Co. here.

Council Bluffs, Ia.—A report has been circulated that the Union Pacific Railroad is soon to build a large concrete elvtr. here.

Irwin, Ia.—W. L. Wickham, of Audubon, is now agt. of the Updike Grain Co., succeeding Murrell Knudson, who resigned Mar. 1.

Ireton, Ia.—Peter Christenson, formerly mgr. of the Farmers Elvtr. Co. at Rosalie, Neb., is now mgr. of the Farmers Elvtr. Co. here.

Montgomery, Ia.—Ed Alberts has resigned his position at the elvtr. of B. B. Anderson to engage in a different line of business.

Coon Rapids, Ia.—The Farmers Elvtr. Co. has bot a building, which it will use as an office and flour warehouse, in connection with its elvtr.

Lawler, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, Henry Galligan, pres., T. F. Stanton, sec'y, and others.

Cromwell, Ia.—A tramp recently entered the elvtr. of Gault Bros. and took a watch, pair of shoes, suit of clothes and other clothing from a suitcase.

Stratford, Ia.—The Stratford Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, Ed. Nelson, pres., E. H. Hawbaker, sec'y, and others.

Charles City, Ia.—O. A. King is mgr. of our elvtr. at Carville as well as at this place. We have closed a very successful year.—Farmers Exchange Co.

Easley sta. (Rinard p. o.), Ia.—I have bot the elvtr. at this station from the Ft. Dodge, Des Moines & Southern R. R. Co.—H. F. Dohrman, Farnhamville.

Lorah, Ia.—Having sold my elvtr. to Nelson & McCaustland, of Atlantic, I will remove to Griswold when they take possession on May 1.—A. L. Burnham.

Morley, Ia.—Harry Miller, of Olin, has let contract for an elvtr. and feed mill, to be equipped with electric power. The Newell Construction Co. has the contract.

Shambaugh, Ia.—Fire in the elvtr. of the Hills Mfg. Co. on Feb. 27 caused an approximate loss of \$500. It is thot to have been caused by the electric starter.

Hansell, Ia.—The Farmers Co-operative Society has installed new belting and cups and has given its elvtr. a general overhauling. A. D. Weir is now mgr. of the company.

Farragut, Ia.—The Farmers Elvtr. Co. has contracted to purchase the elvtr. of H. G. Loonan, possession to be given July 1. L. P. Allen is pres. and I am sec'y of the company.—W. A. Clark.

Story City, Ia.—The Farmers Grain Co. has installed a portable elvtr. on the M. & St. L., in charge of A. J. Nelson, to take care of the surplus grain, which can not be handled at the company's elvtr.

Titonka, Ia.—O. A. Critz and A. Griffin are the props. of the Titonka Grain Co., which operates an elvtr. here and at Arnold, which is conducted under the name of the Arnold Grain Co., with Chris Hansen as agt.

Dayton, Ia.—A. W. Carter, of Beaman, has succeeded B. P. Greenfield as mgr. of the Farmers Elvtr. Co. Mr. Greenfield resigned to resume his position as traveling solicitor for Brennan & Carden, of Chicago, Ill.

Story City, Ia.—The new elvtr. of Burke & Stephenson is equipped with electric power. It is on the M. & St. L. and was built by the owners. The machinery was furnished and installed by the Newell Construction Co.

Huron sta. (Medapolis p. o.), Ia.—An overheated stove in the elvtr. of the Davenport Elvtr. Co. Feb. 27 caused the total loss of the building and 1,100 bus. of corn. Estimated loss, \$5,000, covered by insurance. The elvtr. will be rebuilt.

Nevada, Ia.—Dunkleberger & Newton, a new firm, composed of W. B. Dunkleberger and Glenn R. Newton, has succeeded Dunkleberger & Son in the grain, coal and lumber business. The elder Mr. Dunkleberger has retired in favor of his son.

Osgood, Ia.—We have changed our contract for the new elvtr. here and will build a 30,000-bu. up-to-date fireproof concrete tank house and retain the old house. The Burrell Engineering & Construction Co. has the contract.—Stockdale & Maack Co., Walcott.

Council Bluffs, Ia.—Machinery for the 1,000,000-bu. elvtr., on the Burlington, now under construction, is arriving by the carload and some is being installed. The elvtr. is expected to be completed about June 15 or July 1. The Stephens Engineering Co. has the contract.

Webster City, Ia.—John R. Brown, prop. of the Webster City Elvtr., on the Northwestern, has bot the Iowa Pop Corn & Cereal Co. of H. H. Hoyt. He plans to merge the plant of the latter company with that of his elvtr., doubling its capacity, at a cost of about \$6,000.

West Branch, Ia.—The foundation is completed for the new elvtr., on the C. R. I. & P., which Joseph Schonborn is building to replace the one burned Nov. 16. The Newell Construction Co. has the contract for the elvtr. and feed mill, which will be equipped with electric power.

Goodell, Ia.—The elvtr., which Otis Day has been operating under lease for the past 4 months, burned Feb. 16, together with 6,000 bus. of corn and 4,000 bus. of oats. The fire is thot to have been caused by an overheated gasoline engine. Estimated loss \$10,000, partly covered by insurance.

Sioux Center, Ia.—The Farmers Mutual Co-operative Society has bot the elvtr. of G. Boeyink and overhauled it. The Younglove Construction Co. did the work. A new electric motor and 2,000-bu. automatic scale have been installed in this elvtr., which is being operated in connection with the company's old house. The company has been reincorporated, with a capital stock of \$50,000.

Scranton, Ia.—The elvtr. of the Farmers Elvtr. Co. burned Feb. 22, together with 10,000 bus. of wheat and 8,000 bus. of corn. Estimated loss, \$25,000; insurance, \$10,300. There was a change of mgrs. on Jan. 1 and the expert accountant, who had been here since that time, helping to straighten up the books, did not have his report ready for the annual meeting of the company held a few days before the fire. The company's books and papers were not destroyed.

## KANSAS

Brownspur, Kan.—Joseph Bray will build an elvtr. at this station.

Fowler, Kan.—A. R. Upp has installed a new oil engine in his elvtr.

Herndon, Kan.—The Farmers Elvtr. Co. is pushing work on its new elvtr. at this station.

Gretna, Kan.—Walter Siglinger, of the Gretna Grain & Elvtr. Co., will establish a roller mill at Goodland.

Aurora, Kan.—Plans are being prepared for the erection of a new 20,000-bu. elvtr. for the Farmers Elvtr. Co.

Robinson, Kan.—The Farmers Union Ass'n has built an addition to its elvtr., to be used for storing feed.

Junction City, Kan.—The Geary County Farmers Union Exchange has bot a site for an elvtr., to cost \$10,000.

Murdock, Kan.—The elvtr. of the Farmers Elvtr. Co. has been repaired. The White Star Co. did the work.

Mingo, Kan.—The elvtr. of the Ellsworth Mill & Elvtr. Co. has been repaired. The White Star Co. did the work.

Voda, Kan.—J. Griffith has resigned as mgr. of the Farmers Elvtr. Co. to become mgr. of an elvtr. at Hill City.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE

Gerardy sta. (Hanover p. o.), Kan.—The Farmers Union is building an elvtr. here.

Alton, Kan.—We have let contract for 4 concrete storage tanks, of 80,000 bus. capacity.—F. W. Gaunt Grain Co.

White Cloud, Kan.—Jos. Gormley has succeeded Frank Dougherty, who resigned as mgr. of the White Cloud Grain Co.

Chapman, Kan.—Work is progressing on the elvtr., which Perry Frazier is building to replace the one burned Jan. 11.

Liberal, Kan.—John L. Bridges, of the Liberal Elvtr. Co., recently underwent a successful operation for appendicitis.

Monrovia, Kan.—Farmers are organizing a company to build an elvtr. John Best, whose elvtr. burned Dec. 16, will be mgr.

Caneiro sta. (no p. o.), Kan.—The Ellsworth Mill & Elvtr. Co. has repaired its elvtr. The White Star Co. did the work.

Plainville, Kan.—We are installing an oil combustion engine. The new power house is completed.—Plainville Mill & Elvtr. Co.

Westfall, Kan.—A. E. Harmon has been retained as mgr. of our elvtr. for another year.—Farmers Grain & Supply Co.

Healy, Kan.—The Co-operative Elvtr. Co. has taken over the business of the Osborn Hardware, Implement & Lumber Co.

Brenham sta. (Greensburg p. o.), Kan.—The elvtr. of the Kansas Flour Mills Co. has been repaired. The White Star Co. did the work.

Midway sta. (Kanapolis p. o.), Kan.—The elvtr. of the Farmers Elvtr. Co., on the Mo. Pac., has been repaired. The White Star Co. did the work.

Raymond, Kan.—We understand that the Kansas Grain Co. has sold its elvtr. at this place.—G. G. Mowrey, mgr. Raymond Grain & Supply Co.

Dighton, Kan.—Farmers contemplate the erection of an elvtr. at this station.—Dan M. Vaughan, mgr. Scott City Grain, Seed & Produce Co., Scott City.

McCune, Kan.—We are changing the power in our elvtr. and mill from steam to electric, and are now installing a 25-h. p. electric motor.—N. M. Smith Grain Co.

Trousdale, Kan.—This station, which is in Edwards County, now has a post office. Mail was formerly received at Pratt.—L. A. Coons, mgr. Trousdale Co-operative Exchange.

Atwood, Kan.—L. B. Kilmer is now mgr. of the Farmers Grain, L. S. & Shipping Ass'n, succeeding N. E. Gailey, who has bot the elvtr. of C. A. Butler at Franklin, Neb.—R.

Pierce Jctn., Kan.—Ivan C. Coe has succeeded C. B. Roakby as mgr. of the Farmers Union Ass'n, which has just completed an office and flour and feed room in connection with its elvtr.

Burrton, Kan.—The Halstead Mfg. & Elvtr. Co., of Halstead, has purchased the elvtr. of the defunct Ball Mfg. Co. at this place. The affairs of the company are now being wound up in court.

Meade, Kan.—E. A. Twist, pioneer grain dealer of southwest Kansas, died Feb. 27. For several years he operated an elvtr. at this point. In 1915 he sold it and has since been engaged in the business at Missler.

Agra, Kan.—The Phillips County Farmers Union Co-op. Ass'n prorated the sum of \$12,365.00 or 17c per bu. to the members, this being their net earnings for the past six months.—J. I. Maulsby, mgr.

Grantville, Kan.—We are building a 10,000-bu. elvtr. here, which will give us 3 elvtrs. on the U. P. R. R. One is located at Newman and another at Medina.—R. A. Yost, Farmers Elvtr. Co., Perry.

Overbrook, Kan.—W. H. Dodderidge & Son, of White City, have succeeded the Overbrook Elvtr. Co. H. A. Dodderidge will be mgr. of the business, which will be continued under the name of the Overbrook Grain Co.

Solomon, Kan.—C. W. Freeman, of Salina, has succeeded me as agt. of the Kansas Flour Mills Co. I will devote my entire time to the buying of alfalfa and other field seeds, which I have been doing for the past 6 months.—Chas. Henning, Jr.

Enterprise, Kan.—The Kansas Flour Mills Co., which will build a 400,000-bu. elvtr. in connection with the Hoffman Mills, has retained the Macdonald Engineering Co. as the designing engineers. Drawings will be ready to send out to contractors for bids the latter part of this month. The elvtr. will be similar to the one which the Macdonald Engineering Co. built for the same company last year at Great Bend.

Cunningham, Kan.—The Farmers Elvtr. Co. has been given judgment in the supreme court, of about \$200 damages against the Kemper Grain Co., thru a dispute over a grain shipment. The suit was originally brot by the Kemper Grain Co. to recover damages from the elvtr. company in the sum of \$655, alleged to have been sustained for failure to deliver 2 cars of wheat in August, 1914; or at about the time the European war was first raging and prices of wheat fluctuating. As an off-set the elvtr. company claimed it had made a tender of the wheat, which had been refused, and as a further counterclaim, asked for damages from the Kemper Grain Co. for the non-delivery of a car of oats.

## HUTCHINSON LETTER.

The recently incorporated Southwest Terminal Elvtr. Co. is securing options on several sites for its proposed 1,000,000-bu. elvtr. and headhouse, which will have 250,000 bus. capacity. The elvtr. will consist of 24 concrete tanks.

R. B. Miller, pres., and his son, J. E. Miller, are held on state warrants charging forgery of Bs/L of wheat in connection with the closing of the Miller-Stevenson Grain Co., with offices here and at Wichita, Topeka and Atchison. Fourteen counts, totalling \$30,000, have been found. The Turon Mill & Elvtr. Co. is involved in the deal, and 3 other arrests are to follow. Both men arrested gave bond and were released. The disclosure began when Ed Huckstep, mgr. of the Topeka office, had a quarrel in a bank there, with a grain dealer, over a B/L.

## TOPEKA LETTER.

The Topeka Flour Mills Co. has let contract for a 190,000-bu. reinforced concrete elvtr. and handling house, which will give the company a total storage capacity of 240,000 bus.

The M. J. Young Grain Co. has engaged in the grain business and will specialize in handling milling wheat, feed and seeds. M. J. Young is pres. and R. G. Young, sec'y-treas. of the company, which has been admitted to membership in the Topeka Board of Trade.

The important state highway commission bill and the benefit district bill, enabling the construction of hard surface roads under the supervision of the state highway commission, were finally passed on 3rd reading Feb. 20. Two other measures of the good roads program, the state bridge bill and the automobile registration bill were recommended for final passage by the com'te of the whole.

## WICHITA LETTER.

P. J. Mullin has resigned after being in the grain dept. of the Kansas Flour Mills Co. for a number of years.

Suit has been brot by the Kansas Mfg. Co. against John A. Edwards, of Englewood, Kan., for \$1,861.18 for failure to deliver wheat sold to the company in 1914. Mr. Edwards contracted to sell 5,000 bus. of wheat at 62c. As the wheat was not delivered, the company bot in at 92.3c and filed claim for \$1,415. Mr. Edwards had overdrawn \$446.18, on another deal, making the total, \$1,861.18.

## KENTUCKY

Owensboro, Ky.—The recently completed 50,000-bu. elvtr. of the Rapier Grain & Seed Co. is being operated by electricity. It has an automatic receiving scale and sacking scale. It is located on the I. C. Railroad and also connected with the river with the receiving and unloading conveyor from the boats and barges in this elvtr.—W. F. Rapier, of Rapier Sugar Feed Co.

## LOUISVILLE LETTER.

Ralph Taylor, who has been employed in the grain inspector's office at Chicago, Ill., for the past 2 years, has been appointed governor grain inspector here.

The fire, which destroyed the elvtrs. of the Kentucky Public Elvtr. Co., on Feb. 25, started in the cupola of the large wooden elvtr. and is thot to have been caused by a spark from the tall smoke-stack leading from the boiler room. The capacity of the plant, including 5 large steel and concrete grain tanks and 23 concrete tanks, was estimated at 1,000,000 bus. The tanks, removed from the main building, escaped destruction. Approximately 312,000 bus. of grain was destroyed. About 100,000 bus. of grain, in fairly good condition, will be reclaimed from the tanks and may be sold for \$35,000 or \$40,000. The salvage grain is being handled by the Underwriters Salvage Co., of Atlanta, Ga. Rebuilding plans have not been decided upon.

## LOUISIANA

### NEW ORLEANS LETTER.

Geo. B. Matthews & Sons have let contract for rebuilding their terminal elvtr., recently destroyed by fire.

The first delivery of grain from the new Dock Board Elvtr. to vessel has been made to the S. S. Knight Companion.

Work will start soon on a 1,600,000-bu. annex to the new Dock Board Elvtr., which will increase the capacity to 2,600,000 bus.

W. D. Smith, who has been in the office of H. L. Baldwin & Co. at Decatur, Ill., for the past 5 years, has secured a position as grain sampler for the government here.

We are indebted to Sec'y H. S. Herring for a copy of the 34th annual report of the Board of Trade, which contains a list of officers and standing com'tes, members and visiting members. Reports of the officers and com'tes of the last year are very complete and comprehensive and the trade review and statistics are interesting and valuable. The names and capacities of all the elvtrs. at the port are given.

## MARYLAND

### BALTIMORE LETTER.

The erection of the elvtr., which has been planned for some time by the Pennsylvania Railroad Co., to replace Elvtr. No. 3, burned last June, will begin soon as the title to the site has been secured.

Charles J. Bolgiano, Golder M. Shumate, Scott F. Evans, Edward L. Pittroff, John C. de Bullet and J. E. E. Berndt have been admitted to membership in the Chamber of Commerce, and the memberships of William R. Askew, C. Charles Fink, Henry B. Wilcox and Robert J. Tucker, Jr., have been transferred.—Jas. B. Hessong, sec'y.

## MICHIGAN

Belding, Mich.—I am operating the elvtr. here formerly owned by Fred Purdy, handling grain, beans and seeds.—Frank L. Murray.

Grand Rapids, Mich.—The Valley City Mfg. Co., operating an elvtr. and mill, will increase its capital stock from \$500,000 to \$600,000.

Detroit, Mich.—The elvtr. of the Detroit Terminal Railroad Co., operated by the Caughy-Jossman Co., caught fire at noon Mar. 9. The building contained several thousand bus. of wheat.



Monroe, Mich.—Ypsilanti Grain & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Geo. A. Amendt, Charles G. Amendt and Geo. Zeisler.

Vermontville, Mich.—The site has been secured for the 17,000-bu. up-to-date elvtr., which will be erected here by the recently organized Farmers Elvtr. Co.

Albion, Mich.—The recently organized Farmers Elvtr. Co. has been incorporated, with a capital stock of \$40,000. J. A. Richards is pres. of the company.

Charlotte, Mich.—The Square Deal Co-operative Elvtr. Co., which has been incorporated with a capital stock of \$50,000, has elected Fred Tirrill, pres., Fred Curtiss, vice-pres., and C. H. Kiplinger, sec'y-treas. The company will lease an elvtr.

Perry, Mich.—William Calkins, aged 43 years, prominent elvtr. owner, died Feb. 23, following an illness of several months' duration. He conducted elvtrs. here and at Bancroft for many years, and owned the one at Shafsbury at the time of his death.

Lansing, Mich.—An entirely new plan for securing state crop reports will be brot to the legislature. It will make it compulsory on threshers, millers and others, who by reason of their business are enabled to get first hand information as to Michigan crops, to report to the county clerk. The clerks are to forward the reports to the sec'y of state and he is to issue his monthly crop bulletin from them.

Morris, Mich.—Frank M. Towner, prop. of elvtrs. here and Perry, was discharged Feb. 28 in the municipal court, following an examination. He had been held on the charge of negotiating a B/L and collecting \$1,300 for a load of wheat, which it was claimed was never shipped. Evidence showed that a load of wheat, which was the same as the one that caused the trouble, was received at Saginaw instead of Detroit, where it was supposed to be billed.

## MINNESOTA

Mankato, Minn.—The Equity Warehouse Co. will build a warehouse.

Eldred, Minn.—The Farmers Elvtr. Co. has been formed to buy or build an elvtr.

Dassel, Minn.—The Johnson & Arneson Co. has erected a 12,000-bu. seed corn drying house.

Red Wing, Minn.—The elvtr., which has been managed by Geo. Dillingham, is closed temporarily.

Bird Island, Minn.—The elvtrs. of the Crown Elvtr. Co. and the Monarch Elvtr. Co. are closed.

Woodstock, Minn.—The report that we built a concrete driveway is incorrect.—Woodstock Grain Co.

Janesville, Minn.—The Farmers Elvtr. Co. has installed a large cleaner and a 5-h. p. electric motor.

Tintah, Minn.—The Farmers Elvtr. Co. has installed a new cleaner, feed mill and a 15-h. p. gas engine.

Fairmont, Minn.—We have sold our coal business here to the Colman Lumber Co.—Rippe Grain & Mfg. Co.

Glencoe, Minn.—The elvtr. of the Farmers Union Elvtr. Co. was closed on account of the poor crop last year.

Westbury, Minn.—The Farmers Grain & Trading Co. has succeeded the Westbury Hardware & Implement Co.

Kennedy, Minn.—I am no longer in the grain business here.—Arthur Fogelberg, formerly agt. Imperial Elvtr. Co.

Gaylord, Minn.—The Pacific Elvtr. Co. will start work Apr. 1 on the erection of an elvtr. to replace the one, which burned recently.

New Ulm, Minn.—William B. Mather, in the grain elvtr. business here, has been appointed judge of the probate court in Brown County.

Rothsay, Minn.—The elvtr. of the Northwestern Elvtr. Co. is closed and I have moved to a homestead in Montana.—S. E. Skugrud, former agt.

Erskine, Minn.—I have bot the elvtr., owned by the Erskine Elvtr. Co. F. Mylerberg has a lease on it and will operate it for some months yet.—J. H. Widness.

Grogan, Minn.—The elvtr., formerly owned by the P. B. Mann-Anchor Co., has been sold to the Banner Grain Co.—W. A. James, agt. Hubbard & Palmer Co.

Burchard sta. (Balaton p. o.), Minn.—We are repairing the elvtr., which we bot from the Western Elvtr. Co. Ben Reinka is the mgr. in charge.—Paul W. Giese, Twedt & Giese.

Glenwood, Minn.—I am still mgr. of the Farmers Elvtr. Co. The report that H. Hendrickson was mgr. is incorrect. The elvtr. of the Osborn-McMillan Elvtr. Co. has been torn down and the material shipped to another station.—I. L. Tobias.

Winona, Minn.—I am taking over the elvtr. and seed warehouse of the G. H. Krumdick Co. and will operate as the Northern Seed Co., handling field seeds and grain. I will probably specialize in timothy and clover seeds.—J. B. Leveille, Eyota.

Duluth, Minn.—Mr. Todd has sold the business of the Kenkel-Todd Co. here and is retiring from active work. The Minnesota Grain Co., of Minneapolis, has bot it and has opened offices at 311 Board of Trade Bldg., with E. H. Harbison, formerly with the Kenkel-Todd Co. as mgr.

Randolph, Minn.—The elvtr. of the Commander Elvtr. Co. burned to the ground Feb. 24, together with several thousand bus. of grain and a car of flour and feed. The loss is covered by insurance. The fire started from an overheated stove in the office. Plans for rebuilding are now being made.

Arlington, Minn.—I will install an electric motor about June 1 in the elvtr., which I purchased from Bartley Hunt. I am handling coal, flour and feed in connection with the grain business.—Carl Doerr. Mr. Hunt was obliged to sell on account of the injury to his arm, which he sustained last fall.

## MINNEAPOLIS LETTER.

The membership in the Chamber of Commerce of F. M. Turnbull has been transferred to G. B. Gunderson.

A meeting of the creditors of the P. B. Mann-Anchor Co., bankrupt, will be held Mar. 15.—Alex McCune, referee in bankruptcy.

John M. Johnson, formerly traveling representative for C. C. Wyman & Co., is now acting in the same capacity for Nye, Jenks & Co. He will cover his old territory and will have his headquarters at Devils Lake, N. D.

Minnesota supreme court on Feb. 23 reversed the decision of Judge Jelley in district court and held that Mrs. Katherine Jordan Peavey Appleton was not entitled to stock in F. H. Peavey & Co., transferred by her late husband, George W. Peavey, to Frederick T. Heffelfinger. The stock, valued at \$700,000, was part of the inheritance left by F. H. Peavey to his son, George. Under the terms of F. H. Peavey's will, the son and the 2 daughters, were each given 8,000 shares of stock in the present company.

By a decision in the Minnesota supreme court Mar. 2 the decision of the United States supreme court, holding that memberships in the Chamber of Commerce might be taxed as personal property, was modified and the taxable value of the memberships reduced 25%. The ruling is that as the realty is taxed, like any other realty, the memberships are entitled to a collective subtraction of \$1,035,000 as representing the realty equity. This makes the valuation of the memberships, as such, \$1,882 instead of \$4,000, on which valuation the assessment was made, and the 40% taxation basis makes the taxable value \$752.90 instead of \$1,600.

## ST. PAUL LETTER.

The bill introduced by Representative A. F. Telgen, prohibiting trading in futures, failed to carry by a vote of 72 to 34.

C. C. Chambers & Co. will be incorporated with a capital stock of \$50,000. A 100,000-bu. elvtr. will be erected before fall.

The bill introduced by Knute Knutson, taxing grain, stocks and bond transactions of grain exchanges was defeated in the house of the legislature Feb. 28 by a vote of 86 to 39.

S. F. 617 has been introduced in the senate. It is a substitute for previous bill requiring elvtrs. to file bond to protect the holders of warehouse tickets and allowing sale of stored grain without the owner's consent.

The public highways com'te has introduced a new bill in the senate, known as S. F. 609, which is a joint com'te bill carrying all the proposed changes in the road laws—substituting a paid highway commissioner for an unpaid commission, providing for payment of the department expenses from the road and bridge fund, increasing the amount which may be levied by counties from 3 mills to 5 mills, etc., etc. (Tables.)

A bill has been recommended to pass by the house grain com'te in the legislature which gives shippers of grain a lien on seats held by commission men in chambers of commerce or boards of trade for the price of the grain if not paid for. The Minneapolis Chamber of Commerce now has a rule that liens on seats first attach to settle debts among members. Commission men now have to furnish a \$4,000 bond with the railroad and warehouse commission. It is proposed to introduce a bill increasing this to \$10,000 so as to make more certain grain will be paid for.

The house refused Feb. 23 to adopt the rules com'te report granting an appropriation for the Teigen com'te to investigate grain exchanges, so that the investigation can not be conducted. On Feb. 27 he asked the house to give him and the farmers of the state "just one little crumb from the superfluity of incompetent help" from among the legislative employees. The house granted his request and voted him "one crumb." With the aid of one stenographer, the inquiry com'te started work Mar. 2. The state grain inspector was selected as the first witness and the Equity Co-operative Exchange as the first organization to be investigated by the com'te.

The house grain com'te in the legislature has recommended for passage a bill, which provides for the baking test in the grading of wheat instead of basing the grade upon physical appearance of the grain, as now. It provides that 2 boards of 6 members are to meet in September and fix grades, and that in establishing them, these boards shall, in addition to the physical qualities of the grain, "take into consideration the milling value and bread-producing quality. . . . Said boards shall determine the dockage of all grain, to be considered as of 2 classes; first, that having value, and second, that having no value,—the former to be considered and allowed for as such, and any foreign content of the grain shall not be considered in establishing the grade."

The tax com'te of the senate Feb. 27 voted to report favorably on the bill introduced by the senator from Mille Lacs and by Representative Warner in the house, increasing the bu. tax on grain 4 times. The bill provides that the bu. tax on wheat and flax shall be increased from  $\frac{1}{4}$  to 1 mill, and that on all other grains from  $\frac{1}{8}$  to  $\frac{1}{2}$  mill, on all grain received in or handled by elvtrs., and warehouses within this state during each year up to March 1. The question came up as to whether such an increase would not tend to send the grain to the Wisconsin elvtrs., for instance, those in Superior, diverting it from the Duluth elvtrs. Samuel Lord, member of the Minnesota tax commission, declared that he does not believe it would, as it is believed that the increase would be so small as to not be noticeable. However, he admitted that under the present law the tax amounts to about \$45,000 to \$50,000 a year, and under the proposed new law it would amount to about \$200,000.

The bill requiring track scales at terminal elevators, before the house, has been reported out without recommendation. An agreement was arrived at that scales would be installed only where declared practicable by the railroad commission.

## MISSOURI

Poplar Bluffs, Mo.—The Scott County Mlg. Co. will build an elevator here.

Liberty, Mo.—No elevators are located at this point. R. W. Rand is the regular grain dealer here.—X.

Leeton, Mo.—The Farmers Elevator Co. has been incorporated with a capital stock of \$12,000, to build an elevator.

Marshall, Mo.—J. G. Goodwin is in charge of the branch office of Jas. E. Bennett & Co., Chicago, Ill., at this point.

Tebbetts, Mo.—We have changed our storage to a 30,000-bu. wooden structure and have installed 2 oil engines. The capacity of our mill will be increased to 150 bbls.—Tebbetts Mill & Elevator Co.

Jefferson City, Mo.—The Hawes road bill, creating a highway commission, had passed the house and was pending in the senate committee on roads and highways when Senator Carter substituted his own bill and had it set down for engrossment.

Olean, Mo.—A company, composed of business men and farmers, has been organized to build a mill to replace the Olean Roller Mills, which burned last year. The elevator of Sam B. Goodman, recently purchased by the company, will be operated in connection.

## KANSAS CITY LETTER.

A marked increase is noted in the number of trades in 1,000-bu. lots being made here.

John S. Torrington has succeeded Harry Street, who resigned as manager of the branch office of James E. Bennett & Co.

Jack Martin, formerly with the Orthwein-Matchette Co., is now traveling for the Addison-Benton Grain Co. as grain solicitor.

A. M. Cronenberg is now traveling thru Iowa, Nebraska and South Dakota, soliciting grain consignments for the E. E. Roehen Grain Co.

Jos. P. Glandon, is now traveling solicitor for the Vanderslice-Lynds Co. with his headquarters at Beatrice, Neb. He was formerly in the grain business at Salina, Kan.

Archie R. Aylsworth, of the Aylsworth-Neal-Tomlin Grain Co., has purchased the Kansas City Board of Trade membership of Finley Barrell, of Chicago, Ill., for \$8,000, including the transfer fee.

Suit has been brought for \$75,000 damages by Clarence L. Harleson, formerly a grain and hay dealer, who alleges that Kansas City dealers are in a hay combine and are using oppressive methods to keep him from transacting any business in the hay market.

The Kemper Mill & Elevator Co. has been reorganized as R. C. House, vice-president, has retired on account of failing health. W. T. Kemper continues as president, with R. C. Kemper and L. P. Nellis as vice-presidents, C. H. Cotton, secretary, and E. A. Witter, treasurer.

Bartlett, Frazier & Co., of Chicago, Ill., now interested in the Aylsworth-Neal-Tomlin Grain Co., have bought the membership in the Board of Trade of John R. Tomlin for \$8,250. Mr. Tomlin, who recently sold his interest in the company, will return to his orchard in Oregon.

Cromwell I. Howell, who has been traveling representative of the Russell Grain Co., of this city, with his headquarters at Beatrice, Neb., has resigned to travel thru Kansas and Missouri for the Orthwein-Matchette Co. He will have charge of the company's office at Concordia, Kan.

## ST. JOSEPH LETTER.

Chas. G. Smith, formerly local manager of the Miller-Stevenson Grain Co., has become associated with the Mid-West Grain Co. and has gone on the road for that firm.

Phillip Brunswick, who was operated on several days ago and was confined to the hospital, has recovered sufficiently to be around and is helping superintend the installation of the fixtures in the new quarters.

The Secretary's office and the Mid-West Grain Co. have moved up on the 14th floor. Several of the other firms have moved up on the 12th and 11th floor and this building was the scene of great activity last week.—Allan T. West, assistant secretary Grain Exchange.

The new trading hall of the Grain Exchange is practically finished, the blackboards and telephones have been installed and the furniture has been placed. The offices adjacent the trading hall are being fitted up and arrangements are being made to have an opening reception on March 15.

## ST. LOUIS LETTER.

Rea Crispin has been appointed government grain sampler here.

George D. L. Kelly, who was regarded as one of the best market reporters in the country, died Feb. 22, following a long illness. A son, George L., is connected with J. H. Teasdale Commission Co.

A delegation from the Merchants Exchange headed by John Dower, supervisor of weights for the exchange, appeared Mar. 1 before the public safety committee of the board of aldermen and opposed a bill reorganizing the system of weighing grain, coal and other commodities on city scales. The delegation made objection to numerous features of the bill and asked that the exchange be given an opportunity to submit a different measure before a report is made. One of the main objections was to the proviso allowing a margin of 40 lbs. in determining the accuracy of a city scale. They contended that more approximate accuracy should be required or grain dealers might suffer substantial losses on carload shipments.

## MONTANA

Ravalli, Mont.—Stanley Searce has closed his elevator for the season.

Hobson, Mont.—The Judith Mlg. Co. will start work soon on the erection of an elevator.

Choteau, Mont.—C. L. Streeter will remain as manager of the elevator which K. G. McLane purchased from the Farmers Elevator Co.

Lewistown, Mont.—Austin W. Warr, president of the Montana Elevator Co., operating a line of elevators in Montana, died recently, aged 57 years.

Lothair, Mont.—The Equity Co-operative Ass'n will begin the erection of an elevator as soon as the weather permits.—C. S. Erickson, agent International Elevator Co.

Agawam, Mont.—The Montana Elevator Co. has opened a new elevator here. An elevator will be built this spring by the Gallatin Valley Mlg. Co., Geo. G. Briggs, Pendroy.

Harlem, Mont.—M. J. Johnson, who resigned as manager of the Harlem Mlg. Co., is now manager of the elevator of the Milk River Elevator Co., of which he is half owner.

Pendroy, Mont.—The Gallatin Valley Mlg. Co. will build elevators this spring. The Equity Elevator Co. will build an elevator here during the coming season.—Geo. G. Briggs.

Lothair, Mont.—The Gallatin Valley Mlg. Co. has recently completed a 30,000-bu. elevator here. Albert Lewis, of Mellette, S. D., is manager.—C. S. Erickson, agent International Elevator Co.

Helena, Mont.—A bill has been signed by the governor, requiring every grain buyer, warehouseman and track buyer must be licensed, and warehouse receipts will be issued to farmers storing grain.

Stevensville, Mont.—A 20,000-bu. elevator containing 12 bins, and 25-bbl. mill will be erected by the farmers of this section. A feed mill will be operated in connection.

Fife, Mont.—J. H. Prodder, of this city, and R. P. Reckards, of Great Falls, have taken over the interest of S. S. Hobson and F. W. Mitchell in the 30,000-bu. elevator of the Farmers Elevator Co., which has a capital stock of \$10,000.

Big Sandy, Mont.—We will remodel our elevators here and at Virgelle during the summer. The other elevators at this station are operated by the H. Earl Clack Co., McNamara & Marlow, and the Rocky Mountain Elevator Co.—W. A. Shurmann, manager Farmers Produce Co.

Glendive, Mont.—A 35,000-bu. elevator and flour mill will be built by a company, composed of Warren Armington, of Denver, Colo., and W. W. Clark, of Billings. It will be incorporated with a capital stock of \$40,000. The buildings will be finished and in operation before June 1. Mr. Clark will be manager.

Ryegate, Mont.—The Ryegate Elevator Co. has brought suit for \$777.50 damages against Arthur G. West and C. W. Kinney because they failed to deliver 2,000 bus. of wheat in accordance with the terms of an agreement made by them Aug. 5, 1916, with the elevator company. They agreed to deliver the wheat at \$1.12 per bu. but failed to do so.

Helena, Mont.—Legislation enacted at the session just closing abolished this office and the work is to be divided between the State Agricultural College at Bozeman, which will handle all matters pertaining to grain grading, and the Department of Agriculture and Publicity, which will take care of the licensing and bonding of warehouses.—J. E. Templeton, chief grain inspector, State Grain Inspection Department.

Mason siding (Laurel p. o.), Mont.—The elevator of Mr. Lahart, which was built last summer at a cost of about \$10,000, burned Feb. 19. The fire was probably caused by sparks from a passing locomotive. There was no grain in the building at the time. The loss is partly covered by insurance. When the elevator was built there it was the intention of the owner to sell to the farmers of the district, but the deal had not been closed.

Helena, Mont.—Stimpert's bill, H. B. 16, for erecting a state owned elevator at Great Falls was passed on 3rd reading in the house Feb. 16 by a vote of 64 to 13. The elevator will have a capacity of 1,000,000 bus. and its cost will be defrayed by a bond issue not to exceed \$250,000, to be ratified by the people at the next general election. An unsuccessful fight was waged in the committee of the whole senate Feb. 22 to slaughter the bill.

## NEBRASKA

Chester, Neb.—We expect to repair and improve our elevator.—Brown Lumber Co.

Greeley, Neb.—An addition is being erected to the elevator of the Farmers Elevator Co.

Walthill, Neb.—A new 6-h. p. engine has been installed in the elevator of J. J. Mul-laney.

Butte, Neb.—The Farmers Elevator Co. is being organized by Ross Carmichael and others.

Cedar Rapids, Neb.—The capital stock of the Farmers Elevator Co. will be increased.

Carlisle, Neb.—Roger Gorman, of Cedar Bluffs, is now agent of the Nye Schneider Fowler Co.

Verdon, Neb.—Fred W. Heineman leased and took possession Mar. 1 of the elevator of Albert Maust.

Linwood, Neb.—Rudolph Beltz has accepted a position at the elevator of the Dawson Grain Co.

Bloomington, Neb.—Claude Wilmot has resigned as manager of the Equity Exchange to engage in the banking business.



Loup City, Neb.—Farmers have organized an elvtr. company to build an elvtr. Hans Johnson is sec'y.

Shelby, Neb.—F. M. Leabee has accepted a position as mgr. of the elvtr. of the Shelby Grain Co.

Chappell, Neb.—The Farmers Elvtr. Co. is planning to enlarge its present elvtr. or build a new house.

O'Neill, Neb.—D. J. Cronin has resigned as agt. of the Nye Schneider Fowler Co. and will take up farming.

Randolph, Neb.—Leo Carroll, agt. of the McCaull-Webster Elvtr. Co., was married Feb. 20 to Miss Sue Weinandt.

Touhy, Neb.—Joe Pollat, of Wahoo, has succeeded R. J. Jelinek, who resigned as agt. of the Nebraska Elvtr. Co.

Lexington, Neb.—L. E. Warner, of Filley, is now mgr. of the Farmers Elvtr. Co., succeeding Robert Hewson, resigned.

Wakefield, Neb.—The elvtr. of the Farmers Elvtr. Co. has been remodeled. The Younglove Construction Co. did the work.

Winnebago, Neb.—The elvtr. of the Holmquist Grain & Lumber Co., was damaged by fire recently, to the extent of \$500.

Anselmo, Neb.—Millard Hill is the mgr. in charge of the elvtr., which the Farmers Elvtr. Co. took over from Jacquot & Son.

Union, Neb.—Dan Lynn is my successor as mgr. of the Farmers Elvtr. Co. here. —Mont Robb, mgr. Farmers Elvtr. Co., Ceresco.

Virginia, Neb.—Howard Dobbs, mgr. of the Dobbs Grain Co., had his arm broken Feb. 23 when it caught in the engine at the elvtr.

Adams, Neb.—The Farmers Elvtr. Co. has raised a portion of the roof of the elvtr., preparatory to the installation of hopper scales.

Glenwood Park (Kearney p. o.), Neb.—The Farmers Grain & L. S. Co. has bot the elvtr., formerly owned and operated by the Omaha Elvtr. Co.

Franklin, Neb.—I have purchased the elvtr. of C. A. Butler at this place and will also retain my elvtr. at Danbury for the present.—O. C. Thomas.

Neligh, Neb.—Dan Johnson, of Norfolk, is the new mgr. of the Farmers Elvtr. Co., succeeding Fred Thornton, who resigned to accept another position.

Beaver Crossing, Neb.—I am now agt. of the Nye Schneider Fowler Co., succeeding G. A. Evans, who resigned and bot a hardware stock.—G. C. Harbert.

Oakdale, Neb.—The Torpin Grain Co. has purchased the mill at Petersburg and will operate it in connection with its elvtr. here. Charles Beers will be in charge.

Memphis, Neb.—I took charge Jan. 1 of the elvtr. of the Farmers Union Ass'n, which handles grain, lumber, coal, cement, sand and farm machinery.—Chas. Howe.

Winside, Neb.—While working in the elvtr. of the Crowell Lumber & Grain Co. Ed. W. Cullen fell thru a trap door Feb. 20, and dislocated his right shoulder. He is recovering satisfactorily.

Boelus, Neb.—The recently incorporated Farmers Grain & Supply Co. has bot the elvtr. of the T. B. Hord Grain Co. and will be ready to handle the next crop of grain.—Fred Teichmeier, sec'y.

Phillips, Neb.—We will build a 25,000-bu. cribbed elvtr., flour house and 8 coal bins. Work will start Apr. 1. J. R. Cooper is pres. and C. F. Coffey, mgr. of our company, which operated a 23,000-bu. elvtr.—Phillips Grain Co.

Lodge Pole, Neb.—C. L. Bartlett, who has been working in the elvtr. of the Farmers Elvtr. Co. at Chappell for the past year, is now mgr. of the Farmers Elvtr. Co. here, succeeding A. F. Nugent, who resigned Mar. 1.

Winside, Neb.—L. S. Needham, prop. of an elvtr. here, has bot the elvtr. of Thomas Prince, which has been operated since last August by the G. E. French Grain & L. S. Co. Possession will be given as soon as the grain is shipped out.

Blue Springs, Neb.—Report states that the elvtr., west of town, on the B. & M. R. R., which the Farmers Elvtr. Co. had decided to purchase in addition to its own house, has been sold to another company.

Murphy, Neb.—I am building a 30,000-bu. elvtr., which will be in operation about Apr. 1. I will install a Barnard & Leas Cleaner, automatic scale and a 12-h. p. kerosene engine. Stoughten & Cramer have the contract.—E. G. Taylor, Loup City.

Riverdale, Neb.—A civil suit involving the sum of \$10,000 and costs, has been brot in the district court at Grand Island in which the United States government seeks to penalize the Farmers Elvtr. Co., of this place, for failure to file its corporation tax return with the internal revenue collector.

Wynot, Neb.—The Wynot Grain & L. S. Co. bot and took possession Mar. 1 of the elvtr., stock yards and other property of the Farmers Grain & L. S. Co. The new firm is composed of Frank H., Fred W., Joseph and Louis Arens, who will manage the business. A. H. Hillis had been operating the elvtr.

Syracuse, Neb.—We will install a 5-h. p. electric motor to run our elvtrs. and a 7-h. p. motor to run the cleaner, as we use it only part of the time. This will save running the large motor all the time as would be necessary if we use a motor large enuf to run both the elvtr. and cleaner.—Farmers Elvtr. Co.

Lincoln, Neb.—The state railway commission called a hearing Feb. 15, concerning a request of Nebraska railroads to be permitted to increase their demurrage charge from \$1 to the sliding scale of \$1, \$2, \$3 and \$5 per day, as in force on interstate business. The application of the carriers was denied altho there was a large attendance of railroad men as well as shippers from all over the state.

Lincoln, Neb.—The senate com'te of the whole recommended for passage Senate File No. 145, by Henry of Colfax, designed as an amendment to the present warehouse law to enlarge the scope of the law and to permit recovery on the warehouseman's bond for failure to deliver grain shipments on call. The original law applying to "elvtrs. and warehouses" is amended to include any merchant or grain dealer who accepts grain for storage or allows grain to be stored in his place of business.

#### OMAHA LETTER.

Ed. P. Smith has resigned as director and attorney for the Grain Exchange to become attorney for the Updike Grain Co.

The Equity Grain Co. incorporated; capital stock, \$50,000; incorporators, C. O. Dayton, H. Z. Baker and H. W. Winkelman.

#### NEW ENGLAND

Webster, Mass.—I have recently installed a plant for custom grinding.—W. W. Holmes.

Pittsfield, Mass.—Herbert William Griffen, aged 43 years, grain and feed dealer, died Feb. 13.

Webster, Mass.—Clement L. Marsh, grain dealer, was badly beaten by highwaymen on Feb. 24.

Beverly, Mass.—A. Dodge & Son, grain dealers, sustained a heavy loss by fire Feb. 18, in which several carloads of grain burned.

Providence, R. I.—John D. Peck has purchased a building, which he will use for storage purposes for the present. He will erect a new building later on the site.

Haverhill, Mass.—The grain, coal, feed and general commission business of the Haverhill Mfg. Co. has been taken over by George W. Lennox, Charles C. Chase and Mrs. Jessie Bournuef.

Charlestown, Mass.—J. Frank Brown, 55 years of age, was fatally injured Feb. 21 at the Heosac Tunnel Elvtr., when he fell from the top of a ladder, a distance of 16 ft., and smashed all his ribs.

Richmond, Vt.—Our new brick and steel elvtr. is completed and we are installing the machinery. It has a capacity of 35,000 bus. and storage room for 45 cars of sacked feed.—Richmond Lumber Co.

Boston, Mass.—H. P. Van de Bogert, Jr., has engaged in the grain business, with offices in the Chamber of Commerce Bldg. He was for many years connected with the grain business of Mark Shultis, which was discontinued at the time of his recent death.

#### NEW YORK

New York, N. Y.—Thomson & McKinnon opened an office on the Produce Exchange Feb. 1 with John C. Schenck in charge.

Bergen, N. Y.—Electric power is being installed in the elvtrs. of Miller Bros. & Co. and George Sands to take the place of natural gas.

Fulton, N. Y.—We have not bot an elvtr. here as was recently reported. We have simply contracted for the output of one.—Wm. T. Reynolds & Co., Poughkeepsie.

Oswego, N. Y.—Fire recently damaged the malthouse, operated by the Fleischmann Co., to the extent of \$10,000. The blaze was caused by spontaneous combustion.

#### BUFFALO LETTER.

The offices of the Globe Elvtr. Co. have been moved from Louisiana St. to 23 W. Seneca St.—P. M.

A branch office has been opened in the Chamber of Commerce Bldg. by Simons, Day & Co., of Chicago, Ill., with S. M. Shultz in charge.

#### NORTH DAKOTA

New Salem, N. D.—The Farmers Union is being organized to build an elvtr.

Thorne, N. D.—The Farmers Elvtr. Co. will install a new mill.—Arthur Parisian.

Taylor, N. D.—The Farmers Elvtr. Co. has practically decided to erect another elvtr. here.

Dickinson, N. D.—W. J. Moseley has been retained as sec'y-mgr. of the Farmers Union Elvtr. Co.

Mapes, N. D.—E. S. Woodworth & Co. have bot the 50,000-bu. elvtr. of the Cullen Elvtr. Co.—X.

Sheldon, N. D.—Mr. Grant has succeeded H. V. McCully as agt. of the Great Western Elvtr. Co.—P. M.

Sheldon, N. D.—W. B. Hibbard, mgr. of the Farmers Equity Elvtr. Co., is suffering from a dislocated knee.

Springbrook, N. D.—T. C. Evenson, agt. of the St. Anthony & Dakota Elvtr. Co., will build a flour mill at Ray.

Buffalo, N. D.—A blaze in the elvtr. of the Farmers Elvtr. Co. was discovered recently before much damage was done.

Wabek sta. (Parshall p. o.), N. D.—Chas. E. Peterson is mgr. and Robert McCloskey, sec'y, of the new elvtr. of the Farmers Elvtr. Co.

Shenoyenne, N. D.—The Shenoyenne Elvtr. Co. will remodel its elvtr., installing a new leg, engine, pit, cleaner and distributing and loading spout.

Odessa, N. D.—The Western Improvement Co., of Minot, has built 30,000-bu. elvtrs., equipped with gasoline engines, at this place and Carson.

Enderlin, N. D.—The Farmers Elvtr. Co. will receive bids until Mar. 24 for the erection of an elvtr. to replace the one, which burned last July.

Raleigh, N. D.—Crop conditions will determine whether or not the elvtr., of the Columbia Elvtr. Co., which burned Feb. 1, will be rebuilt.—Co-operative Equity Exchange.

Zahl, N. D.—The Occident Elvtr. Co. opened its new elvtr. Feb. 15 with E. A. Gentz as agt. C. O. Highum opened his new elvtr. Feb. 19 with H. C. Green as agt.—N.

Bismarck, N. D.—The North Dakota Legislature has defeated the measure for elevators to be constructed with state aid.

Minot, N. D.—Roy S. Kell, who for many years was a traveling representative of the Standard Grain Co., of Duluth, making his headquarters here, died recently.

Minot, N. D.—J. E. Harmon has completed a 20,000-bu. elevator, equipped with electric power, on the G. N. The Farmers Elevator Co. and the Minot Flour Mill Co. also have new elevators here.

Hickson, N. D.—Fire was discovered in the elevator of the Farmers Elevator Co. but was extinguished before much damage was done. The blaze was caused by a lighted pipe being left in an overcoat pocket.

Zahl, N. D.—We are operating a new 40,000-bu. elevator, on the G. N. Ry., with coal and flour shed in connection. Nels L. Larson is pres. and P. H. Ole is sec'y, buyer and mgr. of our company.—Scorio Farmers Elevator Co.

Drake, N. D.—Our 12,000-bu. elevator is completed, and we started taking in grain Feb. 10. It is built in with our 100-bbl. mill, which is also in operation. F. Heimerdinger is pres. of our company.—Drake Mfg. & Grain Co.

Corinth sta. (Wildrose p. o.), N. D.—The Winter-Truesdell-Ames Co. has completed its 30,000-bu. elevator, and I am agt. The Farmers Elevator Co., of which T. O. Rockney is sec'y, will build an elevator this summer.—J. H. McCarthy.

Bismarck, N. D.—A terminal elevator commission was established Mar. 2 with power to investigate the advisability of establishing a terminal elevator within the state, with 7 members including the governor, attorney general, state treasurer, who are ex officio; one member named by the governor from each congressional district and one member named from either within or without the state. The commission has a \$300,000 appropriation.

Bismarck, N. D.—Senate bill 314, providing for the creation of a uniform state grade for wheat, oats, barley, rye, flax and all other grains, seeds and agricultural products and creating and establishing the office of state inspector of grades, weights and measures, was passed by the senate by a vote of 34 to 13. The bill provides that the commissioners of railroads shall appoint a member of the faculty of the North Dakota Agricultural college to be the state inspector of grades, weights and measures, and that he shall receive a compensation of \$1,000 in addition to his other compensation. The bill further provides that the inspector shall define and establish proper grades and weights for grains, etc., also flour, meal and products made therefrom, which grades and weights shall be approved by the commissioners of railroads. The commissioners of railroads are empowered if they see fit to establish central markets for the display of samples of grain, seeds and other agricultural products and may install a deputy in charge of said markets in the cities of Duluth, St. Paul, Minneapolis, in Minnesota; Superior, Wis.; Fargo, Fairmount, Wahpeton and Grand Forks, N. D. The state inspector, with the approval of the commissioners of railroads, may license as deputy inspector the buyer or agent of privately-owned warehouse, provided that the deputy shall pass such examination as may be prescribed. An appropriation of \$10,000 is provided for the purpose of putting the law into effect. The commissioners of railroads shall fix fees for weighing, grading and inspecting and marketing at a sum sufficient to make the state grading, inspecting, weighing and marketing department self-sustaining and in addition to set aside 25% of all fees collected to create a fund for the building of public grain warehouses within the state. The bill will now be messaged to the house where it will be acted upon. The bill was introduced by Senators Drown and Kirkeide, using one formerly introduced by Senator Drown as a basis. The present bill is a composite of four bills, two of which were introduced in the house.

Lidgerwood, N. D.—The Equity Elevator Co. has not as yet taken over the plant of the Lidgerwood Mill & Power Co. The papers have been signed but W. R. Movius still retains possession and is mgr.—X.

Bordulac, N. D.—We have completed a new shed for feed grinding purposes and repainted our elevator. The Co-operative Elevator Co. is installing a four roller grinder. The E. A. Roach Elevator Co. has taken out its automatic scale and will install a new one next year.—H. A. Aker, mgr. Farmers Elevator Co.

Ardmore sta. (Cottonwood Lake p. o.), N. D.—The Thompson Grain Co. is being organized by M. E. Thompson to build a 25,000-bu. cribbed elevator, equipped with a 10-h. p. engine, hopper scale, and wagon scale. An up-to-date office will be erected in connection with the elevator, which will be completed about Apr. 1.

Grand Forks, N. D.—My elevator was destroyed by fire of unknown origin, which started after daylight, under the approach. The loss on the grain was fully covered by insurance and also 25% of the loss on the elevator. I will build a 35,000-bu. elevator, for handling seed grain and commercial shipments, to replace the burned structure.—J. D. Bacon.

## OHIO

Sherwood, O.—The Farmers Elevator Co. is being organized.

Van Wert, O.—Burglars entered the office at the elevator of the Brandt Grain Co.

Delphos, O.—Possession was given Mar. 1 of the elevator purchased from Nolte Bros.—L. C. Allinger.

Columbus, O.—Jesse M. Elliott, grain dealer, has filed a petition in bankruptcy; liabilities, \$29,387; assets, \$10,706.

Galion, O.—The Galion Equity Exchange took possession Mar. 5 of our elevator here, which it recently purchased.—Weaver Bros. Co.

Ironton, O.—The A. D. Markin Co. to deal in grain, has incorporated; capital stock, \$25,000; incorporators, H. M. Edwards, E. G. Gibson and others.

Canton, O.—The J. C. Neely Co., handling grain and building supplies, has filed a petition in bankruptcy. Liabilities, \$80,000; assets approximately \$75,000.

Cincinnati, O.—The following officers of the Hay & Grain Exchange of the Chamber of Commerce were re-elected Feb. 26: E. A. Fitzgerald, pres.; Alfred Gowing, vice-pres.; C. S. Custer, sec'y-treas.; D. J. Schuh, ass't sec'y.

Sidney, O.—The Crary-Johnson Co. has taken over the branch office in this city, formerly operated by W. H. Perrine & Co. Grain, stocks, provisions and cotton consignments will be solicited. H. W. Wise has been retained as mgr.

Mansfield, O.—I have purchased the business and entire equipment of the Richmond Hay & Grain Co. The building will be used for storage and the machinery and fixtures will be installed here.—R. W. James, Mansfield Hay & Grain Co.

Maximo, O.—The Canton Feed & Mfg. Co., whose grain warehouse leased from John Maudru, was destroyed by fire Feb. 25, probably will erect a 20,000-bu. fireproof elevator. Plans for an up-to-date warehouse or elevator, of brick and concrete, and costing about \$7,000, have been prepared.

Coshocton, O.—The Hanley Mfg. Co. will increase its capital stock from \$25,000 to \$50,000. Plans have been completed for a new plant to replace the one, which burned some time ago. The company has bot a mill at West Lafayette to take care of its business until the new structure is completed.

Maple Grove, O.—We will build a 12,000-bu. frame elevator, with electrical equipment, to replace our house, which burned Feb. 12. The fire was caused by an explosion from a gasoline engine. Loss on the building, \$5,500; loss on the grain, \$4,593.15; insurance, \$9,093.15.—Reed Shaul, of Farmers Elevator Co.

Clark sta. (New Madison p. o.), O.—I have sold my business to Jefferis & Harris, who will take possession about Apr. 1.—Fred Ackerman, New Madison.

Helena, O.—Efforts are being made to re-establish the co-operative elevator here to be operated by a company, which will be incorporated with a capital stock of \$20,000.

Pulaski, O.—The Farmers Grain Co. will build an elevator, on the C. N. R., with a capacity of about 15,000 bus. It has not decided regarding the machinery to be installed but will purchase a sheller and cleaner for corn, a recleaner for small grain and a 25-h. p. oil engine. J. H. Ellis is pres. and I am sec'y-treas. of the company.—H. D. Boynton, Bryan. This company receives its mail at Bryan.

## OKLAHOMA

Binger, Okla.—The erection of an elevator here is being discussed.

Okmulgee, Okla.—We are planning on erecting a new elevator.—Creek Grain Co.

Vici, Okla.—S. M. Owens, who was in the grain business here, died Jan. 6.—N.

Bridgeport, Okla.—The Oklahoma City Mill & Elevator Co. will build an elevator here.

Cheyenne, Okla.—The Miltonberger Grain Co., of Clinton, has bot the elevator, on the C. & O. W.

Sharon, Okla.—O. P. Clifton has succeeded Ruttman & Clifton in the grain business here.

Frisco, Okla.—E. D. Roach has bot the interest of J. T. Williams in the Roach Grain & Elevator Co.

Butler, Okla.—The Miltonberger Grain Co., of Clinton, has bot the elevator here, located on the C. & O. W.

Metcalf sta. (Dryden p. o.), Okla.—D. Moore has been appointed to operate the elevator of the Farmers Elevator Co.

Nash, Okla.—We placed our new 10,000-bu. elevator in operation Mar. 1 with W. P. Mills in charge.—W. P. Mills Grain Co.

Mangum, Okla.—The Farmers Mfg. & Supply Co. has been organized to succeed the Mangum Mfg. Co. E. Slate has been retained as mgr.

Elk City, Okla.—The Farmers Mfg. & Supply Co. incorporated; capital stock, \$20,000; incorporators, M. W. Hawkins, C. C. McCaugh and others.

Hobart, Okla.—H. F. Caulk, of Roosevelt, has succeeded C. G. Long, who recently retired as pres. and mgr. of the Hobart Mill & Elevator Co.

Salina, Okla.—We will build a 10,000-bu. iron-clad cribbed elevator, on the M. O. & G. R. R. Up-to-date machinery will be installed.—T. J. Lindsey Elevator Co.

Norman, Okla.—We have sold our electric and ice plants but will continue to operate our grain and elevator business as heretofore without change of management.—Norman Mfg. & Grain Co.

Watonga, Okla.—The recent fire at our plant did no damage. It started in the feed warehouse in a rats' nest and was put out with fire extinguisher, which we keep in the elevator.—Marshall Grain Co.

Watonga, Okla.—We have bot the mill of the Farmers Mill & Elevator Co. and will take out the mill machinery and make an elevator out of the mill building.—J. W. Gerhardt, mgr. Watonga Grain Co.

Yukon, Okla.—The Yukon Mill & Grain Co. entertained at a banquet about 100 of the business men of Oklahoma City, including the mayor and city commissioners. J. F. Kroutil is pres. of the company.

Altus, Okla.—J. T. Gibbons sold his interest in the firm of Gibbons & Durham some time ago, to his father, who with Mr. Durham is doing a wholesale and retail grain and feed business.—E. Humphreys, mgr. J. T. Gibbons Grain Co.

Alone, Okla.—The Hanna-Mansfield Grain Co. and C. A. Bowles have bot the elevator, formerly owned by J. W. Grimm. Mr. Bowles, who was formerly with the Hanna-Mansfield Grain Co. at Cherokee, will have charge of the newly acquired elevator.



Drummond, Okla.—The Newton Mfg. & Elvtr. Co., of Newton, Kan., has bot the elvtr. of the defunct Ball Mfg. Co., whose affairs are being wound up in court.

Hammom, Okla.—The Wilbur Miltonberger Grain Co. has bot the elvtr. of the Thomas Mfg. Co. and E. B. Wycoff, who was mgr., has removed to Billings to manage an elvtr. there.

## OREGON

Portland, Ore.—The G. L. Campbell Co. has been incorporated, with a capital stock of \$25,000, to handle grain and cereals.

Astoria, Ore.—The Port Commissioners have authorized the preparation of plans for the erection of 4 storage elvtrs., of 500,000 bus. capacity.

Moro, Ore.—The Farmers Union is planning to build elvtrs. at this place, Erskine, Hay Canyon (Klondike p. o.) and De Moss sta. (De Moss Springs p. o.).

Dufur, Ore.—A 150,000-bu. elvtr. will be erected this year. It will be owned and operated by a stock company, composed of the grain growers of Wasco County.

Portland, Ore.—The proposed municipal grain elvtr. was the subject discussed at a luncheon given Mar. 2 by the City Club. Charles B. Moore, member of the Public Dock Commission, was the principal speaker.

Portland, Ore.—The Port Commission will ask the voters of the city at the June election to authorize sufficient funds thru bonds, to construct an elvtr., of at least 1,000,000 bus. capacity, and to provide adequate terminal facilities.—D.

Portland, Ore.—The United States Government has awarded the contract for supplying 15,000 tons of oats to the Albers Bros. Mfg. Co. The price is \$38.40 a ton f. o. b. Portland. This contract has stimulated the demand for oats.—D.

Portland, Ore.—The Oregon Public Service Commission soon will take up the organization of the grain and hay inspection bureau created by the recent session of the state legislature. The appointment of a chief inspector and the designation of an initial inspection point will be among the first matters considered. After that the commission will act only as a supervisory board and will decide disputes that arise over grain standards. The new Oregon inspection law will become effective in 90 days. It carries an organization appropriation of \$7,500, although \$20,000 was asked originally. The work is to be supported ultimately entirely from the fees charged for inspection. The measure is much like the Washington state grain inspection law and under it the Washington public service commission designated grain inspection points which it afterward abolished when the fees were less than the costs.—D.

Pendleton, Ore.—The new 100,000-bu. up-to-date concrete elvtr. here, erected at a cost of \$35,000, was dedicated Mar. 3, the ceremonies consisting of a flag raising and short addresses by F. C. Burrell, of the construction company, and directors, R. C. Earnhart, W. W. Harrah and H. J. Rosenberg. This elvtr., which is the first to be erected in Umatilla County, was built thru the efforts of the Farmers Union Grain Agency, the funds having been subscribed by individual growers. Eight tanks will hold wheat and 2 smaller ones will be used for barley. Electric power has been installed. Following the dedication the farmers attending held a meeting at which the subject of bulk handling of grain was discussed. The following addresses were made: "Outlook for Bulk Grain," by Prof. G. R. Hyslop, Oregon Agricultural College; "Elvtrs. Built and in the Course of Construction," by F. C. Burrell; and "Grain Standards," by M. A. Yoder, of the Federal bureau of grain standards at Portland.—D.

## PENNSYLVANIA

Philadelphia, Pa.—Jesse R. Morris has applied for membership in the Commercial Exchange.

Lancaster, Pa.—John W. Eshelman has completed a concrete elvtr. in connection with his grain warehouse.

Lebanon, Pa.—The Lebanon Mfg. Co. contemplates erecting additional concrete wheat storage tanks. The company will also make improvements in its plant.

## PITTSBURGH LETTER.

The Grain & Hay Exchange proposes to make the commission on shelled corn and oats 1%, with a minimum of 1c per bu.

An amendment to the rules of the Grain & Hay Exchange has been proposed that "interest shall be charged at the rate of not less than 6% per annum on all moneys advanced to be computed from date of payment of draft until date car leaves yard or elvtr. for final destination, except that when the amount of such interest is less than 25c, charging of same is optional.

## SOUTH DAKOTA

Pierre, S. D.—The house Feb. 24 passed the workman's compensation act by a vote of 79 to 2.

Highmore, S. D.—O. O. Lund will take charge of the elvtr. of the Atlas Elvtr. Co. after Apr. 1.

Freeman, S. D.—John C. Mueller has built a 10,000-bu. elvtr. The Younglove Construction Co. had the contract.

Pierre, S. D.—House bills providing for the general regulation of the state highways, have been passed by the senate.

Webster, S. D.—The elvtr. of the Miller Elvtr. Co. is closed and Phillip A. Gross, formerly agt., has discontinued the grain business.

Nisland, S. D.—The Tri-State Elvtr. Co. will install a new 4 roll feed grinder in its elvtr. here, which is managed by L. G. Tomlinson.

Pierre, S. D.—The joint com'te of the South Dakota legislature advocates the creation of a market commissioner's office, with an appropriation of \$25,000 to maintain it for 2 years.

Pierre, S. D.—The joint com'te of the South Dakota legislature has framed a bill giving the governor power to appoint a commission to investigate the advisability of establishing terminal elvtrs. in the state and at principal northwestern cities.

Frankfort, S. D.—The directors of the Frankfort Mill & Elvtr. Co. are in favor of rebuilding in the spring the elvtr., which burned Dec. 30. No decision has been reached as the plans and specifications have not been placed before the stockholders.—A. Bunnell, mgr.

Yankton, S. D.—In the suit brot by W. J. Corrigan and Joseph Corrigan against the King Elvtr. Co. on Feb. 21 the jury found for the elvtr. company. The suit was brot to recover about \$200 claimed to be due the plaintiffs on a contract with the King Elvtr. Co. for the delivery of corn last winter. They had about 400 bus. of corn, which they contracted to sell to the elvtr. company for 60c a bu. After about 1,200 bus. had been delivered, Minkota, representative here for the King Elvtr. Co., alleged that the corn did not come up to the sample and was wet and full of snow and ice. Consequently he refused to take the rest of the corn at that price. He claims that Corrigan then offered the corn to him for whatever he could get out of it, but later came back at him on the original contract and sought to recover 60c for the entire lot.

## SOUTHEAST

Marianna, Fla.—The Brandon Grain Co. is installing the machinery in the corn mill at its elvtr.

Atlanta, Ga.—The grain and hay warehouse of T. H. Brooke & Co. was damaged by fire on Feb. 19.

Rockville, Va.—Sans, Howard & Sons sustained a heavy loss by a recent fire, which destroyed its plant, together with several hundred bushels of wheat and corn.

Dothan, Ala.—We have discontinued our grain dept.—Botts Brokerage Co.

Eufaula, Ala.—A site has been secured by a number of business men, who will erect a large elvtr. and warehouse.

Chester, W. Va.—The Falk Bros. Co. has been organized, with a capital stock of \$6,000, to do a general grain and milling business.

Woodstock, Va.—Fire recently destroyed the elvtr. and flour mill of Dr. J. J. Triplett, together with approximately 25,000 bus. of wheat.

## TENNESSEE

Haley, Tenn.—Fire recently damaged the grain warehouse of Spires & Roberts to the extent of \$3,000.

Memphis, Tenn.—J. W. Fulghum, in charge of the grain and feed dept. of the Merchants Exchange, has applied for membership in the Merchants Exchange.

Chattanooga, Tenn.—The elvtr., which we are building, will have a capacity of 50,000 bus. It is located on the belt line of the N. C. & St. L. R. R. at East Lake. The latest equipment will be installed.—Chattanooga Cereal Co.

Nashville, Tenn.—The Golden Grain Cereal Co. has increased its capital stock to \$200,000. J. F. Boyd, of Shelbyville, has succeeded H. G. O'Kain, who resigned as pres., and W. B. Craft, Jackson, Miss., is sec'y-treas., succeeding J. L. Haston, resigned.

## TEXAS

Abernathy, Tex.—The Abernathy Coal & Grain Co. will build an elvtr. at a cost of \$6,000.

Codman sta. (Miami p. o.), Tex.—N. E. Stocker, of Miami, is building an elvtr. at this station.

Sherman, Tex.—The Diamond Mfg. Co. has completed its 200,000-bu. elvtr. B. J. Carrico had the contract.

Crosbyton, Tex.—An elvtr. will be built here by the Harvest Queen Mills, of Plainview, at a cost of \$4,000.

Burleson, Tex.—J. W. Russell, of Weatherford, has bot an interest in the Burleson Mill & Elvtr. Co.

Houston, Tex.—The building of the grain elvtr. here has been indefinitely postponed.—Houston Harbor Board.

Dallas, Tex.—The Morten Mfg. Co. has completed the 160,000-bu. addition to its elvtr. for which it let contract to B. J. Carrico.

Galveston, Tex.—The grain inspection dept. has been removed to more commodious quarters on the 3rd floor of the Exchange Bldg.

Sherman, Tex.—Work is progressing on the 150,000-bu. reinforced concrete tanks for which the Gladney Mfg. Co. let contract to B. J. Carrico.

Jennings sta. (Paris p. o.), Tex.—The grain warehouse, erected by the Knelow Grain & Mercantile Co. at a cost of \$18,000, is practically finished.

Muleshoe, Tex.—Lester Stone, of Amarillo, is building an elvtr. at this station, which is in Bailey County. The White Star Co. has the contract.

Ft. Worth, Tex.—P. A. Crane has been transferred from the office of the J. Rosenbaum Grain Co. here to the company's headquarters at Chicago, Ill.

Happy, Tex.—C. B. Cozart, of Oklahoma City, has started work on a 15,000-bu. up-to-date elvtr. here. Elvtrs. will also be erected at Umbarger and at Bushman.

Wichita Falls, Tex.—The report that the elvtr. of the J. C. Hunt Grain Co. would be sold or leased is incorrect. Mr. Hunt is now on a pleasure trip in California.

Goose Creek, Tex.—The Goose Creek Grain Co. incorporated; capital stock, \$6,000; incorporators, J. F. Josey, R. C. Miller, of Beaumont, and Mills Bennett, of Houston, Tex.

Miami, Tex.—The Red Deer Grain Co. has bot the elvtr. and coal bins of W. E. Stocker and will take possession May 1. The company is composed of the farmers of this section.

North Ft. Worth, Tex.—The office of the Panther City Grain Co. and not that of the Kansas City Grain Co. was entered recently by a thief, who has been indicted for burglary.

Hale Center, Tex.—The new 12,000-bu. studded elvtr. of the Hale Center Elvtr. Co., located on the Santa Fe, is equipped with electric motors for power. The White Star Co. has the contract.

Ft. Worth, Tex.—The Golden Rod Mfg. Co. incorporated; capital stock, \$30,000; incorporators, J. R. Sitt, F. W. Payne, C. E. Paget and J. W. Sitt. The company has taken over the grain business of the A. B. Crouch Grain Co.

The U. S. Strader Grain Co., of Miami, has been admitted to membership in the Texas Grain Dealers Ass'n. A. S. Butler, of Winina, and W. M. Priddy, who will engage in the grain business on his own account at Wichita Falls, have applied for membership.

Amarillo, Tex.—B. B. Spruance and Tom Ditto, of Arlington, have bot the property of the Amarillo Mill & Elvtr. Co., which has been closed down for some time. They will dismantle the present machinery and install an American Marvel Mill and put it in operation at once.

Much new territory is being opened in the Panhandle of Texas by the building of new railroads, so that the many growers of wheat in that section will not have to take a week off when they go to market. Recent reports from that section are to the effect that at least 100 elvtrs. will be built in the Panhandle this year.

Hamlin, Tex.—I am operating the 40,000-bu. elvtr., which I took over from the Hamlin Elvtr. Co. under the same name, but intend to form a new company, to be known as the Western Grain & Mfg. Co. Plans are being made to build a mixed feed and thresher plant, of large capacity, in connection with the elvtr., and also to install cleaning machinery, automatic scale and a wagon dump in the elvtr. The capital for the new company has already been subscribed and building will begin as soon as the plans can be definitely made. Grain and a full line of mixed feeds will be handled.—J. Van Steenwyk, formerly mgr. Stamford Mill & Elvtr. Co., Stamford.

## WASHINGTON

Seattle, Wash.—Bids will be received this month for a 500,000-bu. addition to the 500,000-bu. elvtr. here.—D.

Alpowa sta. (Silcott p. o.), Wash.—James Stanfill will build a 30x100 ft. addition to his grain warehouse.

Rosalia, Wash.—The Squaw Canyon Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Kenneth McRae, L. A. Maurer and others.

St. John, Wash.—The St. John Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, P. L. Nelson, E. C. White and others. The erection of a 125,000-bu. elvtr. is contemplated.

Tacoma, Wash.—The Keystone Cereal Co. will build a 300,000-bu. concrete elvtr. and 400-bbl. up-to-date flour mill on the Tacoma tideflats. Contract has been let and work will start before Apr. 1.

Latah, Wash.—H. C. Kreyssler, our present mgr., took charge of our elvtr. when F. W. Korsemer retired in January, 1913. He managed the business until Aug. 1 when an old line man was employed, who ran the business for a year without satisfactory results. On Aug. 1 the directors rehired Mr. Kreyssler and we expect to do a business of \$500,000 this year, the largest in the history of the company. We own the elvtr. and all the warehouses in this town and handle machinery, produce, coal, twine, flour and feed.—Farmers Union Grain & Supply Co.

Seattle, Wash.—Bids will be opened by the Port Commissioners on Mar. 14 for the construction of a storage annex, which will increase the capacity of the public elvtrs. from 500,000 bus. to 1,000,000 bus.

Seattle, Wash.—Estimating the 1917 output of grain bags at the state penitentiary jute mill at 1,125,000 sacks, compared with 1,000,000 sacks in 1916, the state board of control has announced the apportionment of bags to the counties of the state. Farmers must put their requisitions for bags in the hands of the board before Mar. 31. The bags will be held at 10½¢ each, an advance of ½¢ over the 1916 price.

Spokane, Wash.—At a convention of growers and grain dealers Feb. 16 resolutions were adopted indorsing the program initiated by the Portland Dock Commission for a public elvtr. system. The convention was attended by more than 300 men. The wheat growers expressed themselves as solidly behind the movement to handle their grain in bulk. They are making extensive preparations to handle this year's crop by this method. Many farmers are planning to build elvtrs. on their farms and others are organizing ass'ns for the construction of community elvtrs.

Olympia, Wash.—The state legislature will be requested, by the grain houses of Washington, to make 2 amendments to the state grain inspection and weighing act. The first of these amendments, which are included in the new act recently passed in Oregon, practically following the present Washington state law, would require public warehousemen to deliver to owners of receipts for special piles of grain the entire amount of such special piles, including the sweepings therefrom, the cost of resacking such sweepings to be paid by the owner of the pile. When receipts are issued for parts of such pile, such receipts must bear the notation, "part of special pile." Under the present law, deliveries are made by weight, with the result that receipt holders, on account of the increase in weight through moisture absorption, often receive less than the grain stored. The other amendment requires that owners of warehouse receipts surrendered for shipment furnish warehousemen with written instructions regarding the capacity of cars to be ordered and as to the manner of loading and billing shipments, and makes the warehousemen liable to the owners of receipts for any excess freight paid or other damage suffered by the receipt holders from the failure of warehousemen to exactly follow the loading and billing instructions given. Serious losses have been incurred in the past on account of the failure of warehousemen strictly to follow shipping instructions.

## WISCONSIN

Oconto, Wis.—The Northern Potato Co. has bot the elvtr. of Chas. Berth.

Boyd, Wis.—The office at the elvtr. of the Boyd Produce Co. burned recently.

Grantsburg, Wis.—J. W. Wagman has succeeded the late Caleb E. Greene as mgr. of the elvtr. of the Hickerson Roller Mill Co.

Fond du Lac, Wis.—The M. B. Helmer Mfg. Co., operating an elvtr., has bot the flour and feed interests of the E. F. Homuth Co.

Hartford, Wis.—Albert Schroeder and L. A. Grim bid in the elvtr. and malt house of Konrad Bros. & Werner, at foreclosure sale, at \$8,200.

Antigo, Wis.—Hirt Bros., props. of feed mills at Deerbrook, have bot a site and will build an elvtr. and feed mill, with a capacity of 100 bbls. in 24 hours.

Superior, Wis.—Owing to unfavorable conditions now existing nothing is being done on the construction of a 2,500,000-bu. addition to the terminals at the Head-of-the-Lakes, for which the Great Northern Railway Co. recently let contract.—Sec'y Duluth Board of Trade.

Manitowoc, Wis.—The Northwestern Elvtrs. "A" and "B," operated by the Bartlett Frazier Co., have been closed on account of the general freight embargo.

Marshall, Wis.—Dewey Hales, of Milwaukee, and James K. Johnson, of Waterloo, have bot the elvtr. of the Milwaukee Elvtr. Co. and will take possession at once.

Pound, Wis.—The Pound Klondike Improvement & Grain Co. has bot the interest of G. J. Stadalos. We now have our main office and warehouse here in place of Klondike.—W. Knappniller.

Arcadia, Wis.—We have bot and will operate the 20,000-bu. elvtr. of the Cargill Grain Co. as soon as the company ships out the grain. No changes will be made in the machinery.—Weisenberger Bros.

Madison, Wis.—The Assembly on Mar. 2 advanced to 3rd reading the Kent joint resolution providing for amendment of the state constitution regarding the state ownership in Wisconsin of grain elvtrs., warehouses and cold storage houses.

Forestville, Wis.—The Duvall Grain Co., of Luxemburg, is negotiating for the purchase of the elvtrs. of the Cargill Grain Co. here and at Maplewood. The Cargill Grain Co. has shipped out all the grain and is preparing to close for the year.

Cumberland, Wis.—The Johnson-Eckle Co. has been organized, with a capital stock of \$25,000, by Albert Johnson, Bernard Johnson, O. E. Eckle and Anton Eckle, to conduct a wholesale and retail grain, feed, farm produce and general merchandise business.

Madison, Wis.—A hearing before the com'te on transportation of the assembly of the Wisconsin legislature was held Mar. 7 in reference to the bill introduced by Assemblyman C. M. Hansen, providing for the testing of railroad track scales by test cars to be owned by the state and carrying an appropriation of \$15,000 to pay for equipment. A. R. Templeton, chairman of the supervisors of grain inspection and weighing of the Chamber of Commerce attended the hearing. A delegation of coal dealers was also present.

Downing, Wis.—Fire on Jan. 23 destroyed our warehouse and about \$3,800 worth of grain and flour, about 2/3 of which was covered by insurance. Loss on the warehouse, \$2,000; insurance, \$400. The fire started in the office from an overheated stove, while the mill was in operation, and was not noticed until great headway was made. We have not completed arrangements for a new building as yet, but contemplate erecting about the same size structure. It will be equipped with good grinding machinery, also a sheller and loading machinery.—Arthur Heinsohn.

## MILWAUKEE LETTER.

The membership in the Chamber of Commerce held by Aug. C. Kurz has been transferred.

D. S. Dick is no longer representing Johnstone & Templeton, of this city, at Hawarden, Ia.

The rate of interest on advances under the rules of the Chamber of Commerce for the month of March has been fixed by the finance com'te at 6% per annum.

The recently incorporated Milwaukee Terminal Co. shortly will erect one of the largest terminal warehouses in the middle west at a cost of \$600,000, including the land investment. The structure will be located on the block bounded by Milwaukee, Broadway, Erie streets and the Milwaukee River. The building will be 3 stories high, with basement and will be constructed of reinforced concrete, with a concrete wharf 440 ft. long. The entire building, it is announced, will be leased to the Chicago, Racine and Milwaukee boat line, at a net annual rental of \$51,000 for a term of 30 years. The Chicago, Racine and Milwaukee Co., it is understood, will occupy the first floor and sublet the upper floors. The terminal building will connect directly with the Chicago and North-Western road.



A com'te which will appear before the senate com'te which considers the bill providing for the re-establishment of the system of taxing grain on the basis of the amount on hand May 1 was appointed at a recent meeting of representatives of grain and flour concerns. J. T. Mallon was made chairman and the other members are A. N. Bradley, of Superior, E. J. Grimes and J. M. Hachter.

### WYOMING

Thermopolis, Wyo.—We are buying and selling grain, hay, seed, flour, meal and cereals. We have no elevr. now but will probably operate one in the future. Jos. Snider is pres. and H. F. Wallace, vice-pres. and mgr., of our company.—Stone Front Grain Co.

### The Car Shortage Situation.

The demoralization of the much vaunted car service of the United States railroads is occupying the spotlight of the grain man's stage at present. Elevators and mills all over the country are either shut down entirely or running only a part of the time. A representative of one firm stated that his company had lost upwards of a million dollars because of the tie-up.

The causes are many. From working an eight hour shift, factories all over the country are now running 24 hours a day. Our exports have increased a 100 per cent. Every available car has been in use all winter, some of them being run long past the time when they were in good condition. Loaded with export goods, they have been rushed to the coast and unloaded just as fast as transports for the goods were available. Then the submarine campaign of Germany so effectually blockaded the United States, that the goods are still on the sidings. Export elevators and warehouses have long since been filled, so there is nothing to be done with the goods but leave it in the cars. Added to this, the severe winter has greatly hampered the movement of trains, and has made the demand for food and fuel far above normal. Scarcity of labor, both for handling the goods and for keeping switching points clear, and for repairing the cars which are out of commission, scarcity of good coal to produce the maximum powers and the resulting injury to locomotives produced by using poor coal, and the inability of railroad executives to rise to the crisis, have all helped to create the situation which exists.

For several years prior to the last two, the railroads have purchased an average of 155,000 cars per year. During the past two years there have been purchased only about 60,000 freight cars per year. On Feb. 1, the shortage was 109,000 freight cars, this being an increase of 47,000 in thirty days. On Feb. 10, the accumulation of loaded cars held at various points amounted to 170,016, and on Feb. 17 to 168,000.

On Feb. 24 the number of cars which the railroads were unable to move because of embargoes, the inability of consignees to accept them, lack of steamship accommodations, bad weather conditions, or other reasons, was reduced to 138,679, a reduction of 18 per cent. The Interstate Commerce Commission has given explicit orders that grain and food shipments are to have precedence over all others.

At a hearing of the House Com'te on Interstate and Foreign Commerce in Washington on Feb. 1, it was proposed to give the Interstate Commerce Commission power to order the purchase of cars; but H. C. Hall, of the Commission,

expressed the opinion that this would be of doubtful propriety, at least until it was proved that the present supply was inadequate to meet the demand. He said that many people are of the opinion that there are enough cars in the country to meet the situation if they are properly handled. At this meeting it was urged that the Commission be given jurisdiction over car interchange.

The Esch bill, which gives to the Interstate Commerce Commission broad power to suspend all car service rules and make any reasonable directions to meet the situation, was favorably reported to the House on Feb. 20, but Congress adjourned without having taken any action on it.

Grain men allege that the railroads have given preference to shipments of war munitions because of the increased revenue derived therefrom. The carriers have hotly resented this.

On Feb. 15, representatives of thirty railroads met at Washington and entered into a "gentlemen's agreement" for a new campaign of relief. This agreement had the approval of the Interstate Commerce Commission and included the following measures:

Adoption of regulations tantamount to a virtual embargo on all export shipments thru eastern ports until a part of the vast accumulation already awaiting steamships could be cleared away.

Liberal use of "an intelligent embargo" on all domestic eastbound shipments. Such an embargo, already effective on some roads, might be extended.

A policy of separating empty from loaded cars in the congested yards and sending empties back, with others released by unloading, to western lines in solid train loads, ahead of all other traffic except passenger trains. Eastern roads agreed to give, in addition, an empty car to their western connections for every loaded car received.

It developed at this meeting that one railroad had every track crowded, and in addition, had cars loaded with export wheat standing on 94 barges in New York harbor. Every eastern elevator was reported to be overflowing, while in New England there was a shortage of feed.

The first decisive step in the "gentlemen's agreement" was taken on Feb. 17, when 200 B. & O. empties were directed to Minneapolis. On Feb. 23, five flour trains, aggregating 225 cars, left that terminal for the east.

When other markets heard of the "agreement," a howl of protest went up. Chicago, Toledo, Buffalo, Indianapolis, and all the country shippers charged discrimination. Pres. Joseph P. Griffin of the Chicago Board of Trade started a campaign of telegraphed communications to the Interstate Commerce Commission and to the presidents of the railroads, demanding relief for Chicago, and prophesying that food riots and anarchy would result unless steps were taken to relieve the situation. Toledo demanded a fair proportion of the westbound empty cars, pointing out that the mills of that city were closer by far than Minneapolis to the famine threatened eastern cities. The elevators of Buffalo were crowded with grain, yet it was being hauled from Minneapolis.

Six of the largest elevators in Chicago were forced to close on Feb. 24, and all of them have been working with reduced forces. On the 26th, the smallest amount of business in the Chicago pits for many weeks was transacted.

In the week from Feb. 21 to 28, nineteen "food" trains left Minneapolis for the east. Persistent demands of the country millers surrounding Minneapolis that they be included in the supply of cars,

resulted in 50 cars being sent to them on Feb. 26, and fifty to the millers operating out of Duluth. On Feb. 25th, Boston, Mass., grain men gave interviews to the papers charging that the shipments from Minneapolis were not orders which had been bought and paid for some months ago, but were new orders at greatly increased figures. They showed that nearly 1,000 cars had been bought and paid for and that Minneapolis grain men were using unfair tactics by not delivering these orders first. They also declared that most of the grain received up to that time was for export instead of for home consumption.

The threatened famine having been averted, it was decided March 1 to allow cars to reach Minneapolis thru the regular channels, so this clause of the "agreement" was rescinded.

At the Gulf ports, congestion eased during the first two weeks of February, from an accumulation on Feb. 1, of 7,327 cars to 6,072 cars on Feb. 15.

Shippers of spring seeds and fertilizers have asked the Interstate Commerce Commission to provide sufficient cars for the movement of seed and fertilizer, and the commission has asked the railroads to see that cars are provided.

The continued demands of Pres. Griffin of the Chicago Board of Trade on the presidents of railroads for cars, brot answers, but little relief, what relief there was being due to the more favorable weather conditions. Railroad officials promised 200 cars a day for Chicago, but this drop-in-the-bucket failed to arrive. Talk of failure unless relief was afforded was heard on La Salle street, and many firms have not been making expenses during the past month.

Unless the Interstate Commerce Commission rescinds its order requiring the equipment of all freight cars with complete safety appliances by July first, 300,000 cars will be forced out of service as it seems absolutely impossible for the railroad companies to get the mechanics necessary to repair the cars which get out of commission. They declare that to make the additional changes just at present is impossible.

The Pennsylvania Railroad has created a joint com'te from the Lines East and Lines West to make, as promptly as is possible, modifications of embargoes where transportation conditions and the ability of consignees to remove freight from the cars promptly upon arrival, permit such exceptions to be made. They are endeavoring to separate the freight that will be held in cars at destination from that which will be taken off the railroad's hands without delay. As a result, during the week ending Feb. 24, 3100 carloads of freight of all kinds were handled thru the gateways at Pittsburgh and Buffalo which could not have been handled as promptly if at all. This com'te constitutes a clearing house for handling all requests for the special movement of freight affected by embargoes.

The situation has been relieved very little if any. The grain business of the country is at a standstill, with ruin staring many firms in the face.

LEWISTON, IDA.—Contracts have been let for the moving of 60,000 sacks of grain by auto trucks from Asotin to Lewiston, where they will be loaded on cars. The purpose is to get the wheat in transit before Mar. 1, thereby avoiding taxes, warehouse charges and interest which accrues at that time.

## Grain Carriers

NIANTIC, ILL.—The Farmers Elevator Co. has bot two cars of its own in which to ship its grain.

DELAYED IN TRANSIT since October the Fulton Grain & Lumber Co. received a car of salt Feb. 22 at Fulton, Ind.

THE LAKE MOVEMENT is anticipated to be late to start as the ice in Lake Superior has frozen to an unusual thickness owing to the cold weather.

THE NEW MINIMUM weights for export grain, which are the same as those now applicable to domestic grain, become effective on or about Mar. 12.

INCREASED STORAGE charge schedules by railroads were suspended until June 15 by the Interstate Commerce Commission because of the car congestion.

RESTORATION of milling in transit privileges on rice, for all rice producing points in Texas, was recently ordered by the Interstate Commerce Commission.

THE UNION PACIFIC'S new tariff of rates on grain and grain products between St. Joseph and points on that line contains many advances, reductions and other changes.

PROPOSED CLEARANCE legislation has been postponed until next session by agreement reached between representatives of the railroads and of the brotherhoods who were advocating a clearance bill.

DEMURRAGE CHARGES on private railroad cars while standing on railroad sidings, altho the cars are used exclusively in the owner's business, were upheld recently by the Supreme Court in its interpretation of the Interstate Commerce Commission orders.

THE ILLINOIS CENTRAL has ordered 75 locomotives at a total cost of \$3,000,000 or 100 per cent more than the engines would have cost sixteen months ago. The Central of Georgia is in the market for 1,000 freight cars. The Pere Marquette has revived its inquiry for 1,000 box cars.

THE INTERSTATE Commerce Commission has suspended from Mar. 1 to June 15 tariffs filed by the railroads naming increases of from 1 to 6 cents per hundred pounds in rates on grain and grain products from St. Joseph and other Missouri River cities to certain destinations in Ill. and Ind.

THE LAKE SHIPPERS' CLEARANCE ASS'N held a general meeting in the board room of the Winnipeg exchange Mar. 2, to hear the report of a member of the com'tee appointed by the board of grain commissioners for Canada in connection with cargo shortages and overages on lake shipments.

THE SUCCESS with which some of the smaller grain shippers have met the car shortage situation this winter by purchasing or leasing stock cars, and the special service rendered to packers who have their own cars, suggest that the larger grain corporations might save money by building their own cars.

REPARATION for overcharges on shipments of wheat from Grand Rapids, Mich., to points south of the Ohio River have been granted to the Valley City Milling Co. from the G. R. & I. R. R. The tariffs which were in effect at the time of the filing of the complaint have since been found unreasonable, and new tariffs have been in force two years.

PROPOSED TARIFF CHANGES increasing the rates on grain, grain products and hay from Indianapolis, Ind., and points taking the same rates, by way of Cincinnati, O., to certain points in Indiana by canceling the joint rates and rendering applicable combinations of intermediate rates which are higher than the present rates were found by the Interstate Commerce Commission to have been justified, and orders of suspension were vacated.

THE SOUTHERN PACIFIC Co. will be allowed to retain certain ship lines in which it is interested, according to a decision by the Interstate Commerce Commission, provided the railroad eliminates certain objectionable practices within sixty days. The steamship lines referred to operate between New York and New Orleans and New York and Galveston. Many other carriers which are interested in water transportation will no doubt take this case as an example and make renewed advances to the commission for permission to retain them.

## E. B. Slawson's Elevator for Greenville, Mich.

The increasing number of farmers who are turning to raising grain instead of produce has necessitated the erection of a new elevator at Greenville. Prior to the erection of the new building Mr. Earle B. Slawson, its owner, made a trip thru central Michigan inspecting the various elevators so that he could embody the most modern features of elevator construction and equipment.

The new elevator was built by George Banton. It is 70x24' and 70' high. The ten bins each hold about 1,250 bus. giving the elevator a capacity of approximately 12,500 bu.

The large bean room, 24x30', is equipped with fifty hand picking machines. Other machines of the equipment consist of a giant rubber roll picker, hopper scales of 100 bu. per hour capacity, Clipper Cleaner of 300 to 400 bu. per hour capacity, one of the latest types man-lift to cupola, and a General Electric Motor. All the cleaners and pickers were furnished by A. T. Ferrell & Co., Saginaw, Mich. The elevating and conveying machinery was furnished by Gump & Co.

## Supply Trade

ADVERTISING is a business alarm clock. If you want to get and keep awake to every opportunity, use it regularly.

NO. PLATTE, NEB.—Business for the coming year looks more than good, and I am sure that it will not be long until all the elevator builders will be loaded with contracts.—W. H. Cramer.

MINNEAPOLIS, MINN.—An attractive illustrated folder, telling of Hickok Elevators, has just been issued by the Hickok Construction Co. A copy may be obtained by Journal readers upon application to the company.

IF ALL the money advertisers spent in mediums not suited to their use was concentrated in those that they really ought to use, there would be many more advertising successes.—Mahin Messenger.

MATTOON, ILL. — We have recently shipped Combined Grain Cleaner and Pneumatic Car Loaders to the following: B. B. Minor, Muncie and Oakwood, Ill.; A. F. Roberts, Sabetha, Kans.; Morrison & Thompson, Kokomo, Ind.—Mattoon Grain Conveyor Co.

INDIANAPOLIS, IND.—I have prospects for more new elevators and improvements than ever, and 1917 promises to be the banner year of elevator building in Indiana. Our only trouble is we cannot get cars to ship supplies to our building points. As soon as the car situation eases we will be rushed with work.—L. J. McMillin.

ST. LOUIS, MO.—Although our plant suffered from fire a short time ago, it is again in operation with a larger force and with a better equipped shop than ever. We are in better shape right now to give the quickest possible shipments on our mills, as well as repairs, than we have ever been.—Gruendler Patent Crusher & Pulverizer Co.

FARIBAULT, MINN.—The Nutting Truck Co. announces the incorporation of its Humphrey Employees Elevator Dept., as the Humphrey Elevator Co. The purpose being to give special and prompt attention to its elevator business which has grown to such proportions as to demand the entire time of an active force.



Elevator and Bean-Picking Plant of E. B. Slawson, Greenville, Mich.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**E. B. Boyd** in Sup. 24 to Circular 1-M of Western Trunk Lines gives rules, regulations and exceptions to classifications, effective Apr. 1.

**Monon**, in Sup. 11 to 5789 quotes joint and proportional rates on grain from stations on the C. I. & L. to Virginia common points, effective Mar. 14.

**C. & A.** in 259-B quotes local distance rates for the transportation of grain and grain products between stations on its line in Mo., effective Apr. 1.

**Monon**, in Sup. 12 to 449-L quotes joint rates on grain and grain products from stations on the C. I. & L. to Virginia common points and Hagerstown, Md., effective Mar. 15.

**Monon**, in Sup. 4 to 933-F shows switching charges to or from junctions with connecting lines and rates and rules governing switching performed by the C. I. & L., effective interstate Mar. 19 and intrastate Feb. 25.

**Monon**, in Sup. 6 to 6056 quotes joint rates on grain, grain products and by-products of grain from stations on the C. I. & L. to points in Canada, Cape Breton, New Brunswick and Nova Scotia; also Me., Mass. and Vt., effective Feb. 15.

**C. B. & Q.** in Sup. 79 to 3200-B quotes local joint and proportional rates on grain, grain products, etc., between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Apr. 1.

**C. & E. I.** in Sup. 17 to 622-C suspends the effective date of the advanced export rates on grain from its stations in Ill. and Ind. to Gulfport, Miss., Mobile, Ala., New Orleans, La., Pensacola, Fla., and Port Chalmette, La., from Feb. 15 to Mar. 17.

**Monon**, in Sup. 19 to 5577 quotes joint and proportional rates on grain and grain products from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Mar. 14.

**C. & A.** in 1655-I quotes joint proportional rates on grain and grain screenings from Chicago, Ill., when reshipped therefrom to Galveston and Texas City, Tex., when for export to all foreign countries and insular possessions of the U. S., effective Mar. 12.

**C. B. & Q.** in Sup. 4 to 1218-C quotes joint rates on grain and grain products, etc., from stations in Kan., Neb. and Colo. on its line to Brookport, Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., and stations taking same rates, effective Apr. 1.

**C. B. & Q.** in Sup. 10 to 3662-F in connection with I. & St. L. Ry., Q. O. & K. C. R. R., R. P. L. & N. Ry. or T. & N. Ry. gives regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., effective Apr. 1.

**C. B. & Q.** in Sup. 78 to 3200-B suspends Sup. 77 to 3200-B, which quotes local, joint and proportional rates on grain, grain products, etc., between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc. until June 15.

**C. & A.** in Sup. 1 to 1581-E postponed the effective date of 1581-E which quotes joint and proportional rates on grain and grain products, also by-products, beet pulp, dextrine and starch from stations on its line in Ill. and Hannibal and Louisiana, Mo. to Atlantic seaboard and eastern interior United States and Canadian points, until Mar. 12.

**C. B. & Q.** in Sup. 7 to 3457-G quotes joint rules and regulations, including re-consigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective Mar. 15.

**Monon**, in Sup. 7 to 4756-A cancels 4756-A which quotes joint and proportional rates on grain from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill. to Baltimore, Boston, New York, Philadelphia and other eastern points, effective Mar. 15.

**Pennsylvania** in Sup. 2 to 117 suspends the effective date of 117 on W. Va. state traffic, which gives rules and regulations governing car demurrage charges applying at stations and sidings on P. C. C. & St. L. R. R., Pa. Co., Pa. Term. Ry., C. L. & N. Ry., M. Ry., W. T. Ry., until Apr. 25.

**C. B. & Q.** in Sup. 48 to 5400-A quotes local and joint rates on broom corn, flaxseed, grain, grain products, etc., between Omaha, Neb., Sioux City, Ia., St. Joseph, Kansas City, Mo., etc., and stations on its line (Lines west of Missouri River), R. C. B. H. & W. R. R., C. & N. W. Ry., etc., effective Apr. 1.

**C. B. & Q.** in Sup. 3 to 1218-C suspends the effective date of Sup. 2 to 1218-C increasing the rates for the interstate transportation of grain and grain products from stations in Kan., Neb. and Colo. on its line to Brookport, Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., New Orleans, La., until June 15.

**Monon**, in Sup. 14 to 5829 quotes joint and proportional rates on grain by-products and grain, grain by-products and grain products, from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern, Virginia and western terminal points, effective Mar. 17.

**Monon**, in Sup. 18 to 4755-A quotes joint and proportional rates on grain from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Mar. 14.

**Monon**, in Sup. 22 to 4053-A quotes joint and proportional rates on grain products from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Mar. 15.

**Monon**, in Sup. 13 to 5329 quotes joint and proportional rates on grain by-products, in carloads and grain, grain by-products and grain products, in mixed carloads from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern, Virginia and Western Termini points, effective Feb. 15.

**Monon**, in Sup. 13 to 5591-A quotes local and proportional rates, also re-shipping rates on grain, grain products and by-products of grain and malt from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Jct. and South Deering, Ill., originating locally or when from territory beyond, to stations on the C. I. & L., effective Feb. 15.

**C. R. I. & P.** in Sup. 44 to 13207-F quotes joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis. on connecting lines, effective April 1.

**Monon**, in Sup. 14 to 5592-A quotes joint and proportional rates on grain, grain products and by-products of grain and malt from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., originating locally or when from territory beyond, to principal points in Ind., Ky., N. Y., O., Pa. and W. Va., effective Feb. 15.

**C. B. & Q.** in Sup. 27 to 1362-I quotes local, joint and proportional rates on grain, grain products and seeds between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc. and stations in Ill., Ind., Ky., West Bank Mississippi River points (Dubuque, Ia. to St. Louis, Mo., inclusive), also Green Bay, Kewaunee, Wis., etc., effective Apr. 1.

**C. & E. I.** in Sup. 16 to 622-C quotes local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on its line to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Ia., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., Tenn., Vt., Va., W. Va., Wis. and points in the Dominion of Canada, effective Mar. 17.

**C. & E. I.** in Sup. 18 to 622-C suspends on interstate traffic the effective date of portions of Sup. 14 providing for increased rates on dextrine and starch from Chicago, Englewood, Englewood (76th St.), Oakdale (Cook Co.), Fernwood, Roseland, Kensington and Dolton, Ill., to points in Central Freight Ass'n territory, and to Gauley Bridge, W. Va., Buffalo, N. Y., Pittsburgh, Pa., until May 15.

**C. & E. I.** in Sup. 15 to 622-C quotes local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on its line to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Ia., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in the Dominion of Canada, effective Feb. 10.

**C. R. I. & P.** in Sup. 30 to 19690-F quotes local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Kan., Mo., Neb., N. M. and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La. and Miss. and on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Apr. 1.

**C. B. & Q.** in Sup. 64 to 1800-B quotes local, joint and proportional rates on grain, grain products, broom corn and seeds (except as noted) between stations on its line, lines west of Missouri River; also R. C. B. H. & W. R. R. R. and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates; also other points on lines east of Missouri River, effective Apr. 1.

**C. B. & Q.** in Sup. 42 to 4000-B quotes local, joint and proportional rates on grain, grain products and seeds, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations in Ia. and Mo. (except Missouri River Crossings); also from stations in Ia. and Mo. (except Missouri River Crossings) to Brookport, Ill., Metropolis, Ill., Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., etc., effective Apr. 1.

**C. & A.** in Sup. 6 to 1596-C quotes joint and proportional rates on grain and grain products, from stations in Ill. on its line, C. & I. M. Ry. and C. & N. W. Ry. (also from Louisiana, Mo.) to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss., and Tenn., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., for export, effective Mar. 12.

**C. & A.** in Sup. 2 to 1574-E postpones the effective date of 1574-E, which quotes joint and proportional rates on grain, grain products, seeds, hay and straw from Kansas City, Mo. when originating beyond, also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo. to Cairo, Ill. proper or when for southeastern or Carolina territories and Cincinnati, O., Evansville, Ind., Jeffersonville, Ind., and Louisville, Ky. when for southeastern or Carolina territories, also Mississippi Valley Points and stations in Ala., La. and Miss., also Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette and Westwego, La., when for export, until Mar. 12.

C. & A. in Sup. 7 to 1602-D suspends the effective date on interstate traffic of 1602-D, increasing the rates for the interstate transportation of grain and grain products from Kansas City and St. Joseph, Mo., when originating at other points, or when milled at Kansas City or St. Joseph, Mo. from grain originating at other points to stations on its line and connections in Ill., Ind., Ia., Mich., Mo., O., and Wis., until June 15.

EXTERMINATION of grasshoppers in Kansas is provided for in a bill recommended for passage by the Kansas house. The anti-hopper bill provides that upon petition of 51 per cent of the voters, county commissioners may levy a tax not to exceed one mill with which to purchase poisonous preparations for free distribution in townships thruout the county.

## Feed Mill Developed into Flour Mill.

Small country mills trying to employ the same processes of manufacture as the big Minneapolis mills without the volume of output that makes low cost of production possible have been falling into decay by the scores. From the standpoint of the small miller and the champion of local home industry it is cheering to find that the latest milling invention has simplified and consolidated the machinery to the point where the small miller can compete in cost of manufacture. This has proved true with J. L. Savage & Son, who were engaged in the general feed business for many years at Burt, N. Y., and who have now become full-fledged flour millers thru the medium of the American (Midget) Marvel Mill of 25 barrels daily capacity, that they installed 2½ years ago.

This was the first Midget Marvel Mill in the state of New York. Burt is twenty miles northeast of Niagara Falls, in the heart of New York State's best peach and apple section, about one and one-half miles from Lake Ontario. This mill has attracted considerable attention. The mill is efficiently equipped and is very popular in that community.

The building is an ironclad frame, 40 feet square, three stories and basement, as shown in the engraving.

The machinery consists of American Marvel mill, American special feed grinder, Triumph Corn Sheller, scourer, and cracked corn reel; with corn sheller, elevator boots, and storage room for over a car of sacked feed in the basement. They use a 25-h. p. automatic steam engine. The mill is running regularly.



Plant of J. L. Savage & Sons, Burt, N. Y.

C. R. I. & P. in Sup. 50 to 28675-B quotes local, joint and proportional rates on grain, grain products, broom corn and seeds, between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates, also stations in Colo., Ill., Ia., Kan., Mo., Neb. and Okla., and stations in Colo., Kan., Neb., N. M., Okla., and Texhoma, Tex., effective Apr. 1.

C. R. I. & P. in Sup. 7 to 29329-B quotes local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on its line and the C. B. & Q. and stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective Apr. 1.

C. B. & Q. in Sup. 41 to 4,000-B suspends the effective date of Sup. 40 to 4,000-B, increasing the rates for the interstate transportation of grain and grain products between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations in Ia. and Mo. (except Missouri River Crossings); also from stations in Ia. and Mo. (except Missouri River Crossings) to Brockport, Ill., Metropolis, Ill., Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., etc., until June 15.

C. R. I. & P. in Sup. 12 to 10389-D quotes local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo. and S. D., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products, carloads from stations in Ia., Minn. and S. D. to Cairo, Kybes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Apr. 1.

## Over 2000 Telegrams and Letters on FLavo FLOUR

### Grain Dealers Prompt To Double-Up Profits

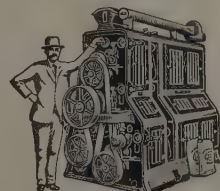
Within 10 days of our first page advertisement, February 10th, in The Saturday Evening Post, in our \$100,000.00 National Advertising Campaign on FLavo FLOUR, we received over 2000 telegrams and letters asking for all facts on our wonderful proposition. You Elevator and Grain men don't have to give up your present business to control the big FLavo FLOUR business of your community by putting in an

### AMERICAN MARVEL (Self-Contained) FLOUR MILL

Capacities from 15 barrels, 25 barrels, 50 barrels to 75 barrels per day and UP, according to the number of units used, to ANY CAPACITY. Sold strictly on 30 days free trial or money back. On cash or easy-payment terms.

Hundreds of Grain Dealers and Elevator Men have joined the Community Marvel Millers Association of owners of the American Marvel Flour Mill—who make FLavo FLOUR exclusively for each owner's community.

Fill out and mail this coupon now.



Self-Contained—All Capacities No New Building Needed

### Your Big Opportunity Here

Anglo-American Mill Co., Inc. 435 Trust Bldg., Owensboro, Ky.  
Send me at once your special FLavo FLOUR plan for members of Community Marvel Millers—and all facts, catalog, etc., on American Marvel Flour Mill—FREE.

Name .....

Address..... State.....



## Supreme Court Decisions

**Contracts.**—The existence of a state of war between two foreign nations, and interruption of commerce thereby, is no defense to an action upon a contract to be performed in this country.—*P. P. Ducas Co. v. Bayer Co.* Supreme Court of New York. 163 N. Y. Supp. 32.

**S/O B/L Notice to Carrier of Ownership.**—Where goods were shipped to the order of the shipper, with directions to notify another, the former in which the goods were consigned was notice to the carrier that the consignee was not the owner of the goods.—*Dodge & Dent Mfg. Co. v. Penn. R. Co.* Supreme Court of New York. 162 N. Y. Supp. 549.

**Non-Negotiable Paper.**—Non-negotiable paper may be bought and sold and ownership thereof passed as effectively as negotiable paper; the holder of non-negotiable paper being under no disability, except that he does not take it free from possible defenses.—*American Nat. Bank v. Warren.* Supreme Court of New York. 160 N. Y. Supp. 413.

**Dealer Responsible for Label on Feed.**—Under Agricultural Law, § 161, forbidding any "manufacturer, firm, ass'n, corporation, or person" selling concentrated commercial feeding stuff for live stock without a certificate of its composition on the package, a seller, though he be not the manufacturer, is responsible for a truthful statement thereon.—*People v. Down.* Supreme Court of New York. 163 N. Y. Supp. 151.

**Shipper's Right to Recover Overcharge.**—Where a state Constitution or statute prohibits carriers from discriminating in rates by charging a higher rate for a short than for a long haul, a shipper, who has been discriminated against in violation of such provision, has a right of action to recover the excess paid by him over the long haul rate.—*Sou. Pac. Co. v. California Adjustment Co.* U. S. Circuit Court of Appeals. 2317 Fed. 954.

**Right to Crop.**—Where a tenant grows a crop of wheat under a rental contract, providing that he shall pay a portion of the crop as rents, such rents to be delivered to the landlord at the threshing, the tenant has a right to the possession of the entire crop on the premises until the same is harvested and divided, and may maintain replevin for the possession of such wheat against any one wrongfully in possession of the same.—*De Spain v. Coley.* Supreme Court of Oklahoma. 162 Pac. 756.

**Carrier Liable for Loading Corn in Damp Refrigerator Car.**—Where a railroad, by placing a shipment of corn in a damp, air-tight, refrigerator car, out of which had just been moved 10 wagonloads of rotten bananas, ice, and other refuse, caused the corn to become damp, sticky, and heated, and finally confiscated it and applied the proceeds on its freight and demurrage charges, the amount realized by the road from the sale of the corn belonged to the successors of the shipper.—*Southern Ry. Co. v. Avey.* Court of Appeals of Kentucky. 191 S. W. 461.

**Obvious Error Question for Jury.**—In an action for breach of an agreement to purchase and ship within five days 30,000 to 35,000 bushels of wheat, where defendant's answer alleged that it would have been impossible to purchase and ship such a quantity of wheat, and that plaintiff knew that fact, and that the language used in the telegram offering the same for sale was a mistake, an issue of fact for the jury was raised as to whether plaintiff was charged with knowledge of the impossibility and mistake.—*Cargill Commission Co. v. Mowery.* Supreme Court of Kansas. 162 Pac. 313.

**Commissions to Factor.**—Where a factor's contract to sell goods for his principal provided that it should continue from date for a year, and thereafter, subject to termination at any time on 30 days' written notice, and provided that the factor should receive 9% per cent. commission on the first \$100,000 of sales, and 5 per cent. of all sales above that amount, he had a right to commissions at the rate of 9% per cent. only on sales during the first year, since the contract was not for a year with annual renewals, but a single contract running for a year at all events, and thereafter continuing until terminated by notice.—*Newburger-Morris Co. v. Talcott.* Court of Appeals of New York. 114 N. E. 486.

**Carrier's Liability.**—A carrier published two rates for the transportation of tin, the lesser one being based upon a released valuation. A shipper, knowing of the two rates, paid the lesser and accepted a bill of lading declaring that the amount of loss or damage for which the carrier was liable should be ascertained on the basis of the released valuation, whether or not the loss occurred from negligence. The servants of the carrier, acting in their own interest and against that of the carrier and shipper, stole some of the tin while in transit. Held, that as the servants were not acting for the benefit of the carrier, so as to enable it to confiscate the tin, the carrier was liable only for the released valuation.—*Moore v. Duncan.* U. S. Circuit Court of Appeals. 237 Fed. 780.

**Mortgagee Can Not Recover from Elevator Company when Sale of Grain Is Permitted.**—Where the holder of a chattel mortgage is requested by an elevator agent to induce the mortgagor to deliver grain covered by such mortgage to the elevator operated by such agent, and subsequently stands by and sees the grain sold and delivered to such agent and permits payment therefor to be made to the mortgagor without informing the purchaser of the mortgage lien, and makes no demand for either the grain or the proceeds thereof until more than two years after the grain has been sold and delivered, he is estopped from asserting any lien under such mortgage against the elevator company.—*Mohall State Bank v. Duluth Elevator Co.* Supreme Court of North Dakota. 161 N. W. 287.

**Carrier's Liability Begins when Car Is Attached to Train.**—Under a B/L providing that property, when received from or delivered on private or other sidings, should be at owner's risk until the cars were attached to and after they were detached from trains, an additional track on the carrier's right of way, parallel with and connected with its main track by two switches, and closed at each end by a bumper, used for the storage of cars and for making up trains, and for the convenience of warehouses fronting thereon, was a "siding," and, though not a private siding, was within the term "other sidings," as that term was used to make conditions comprehensive, so as to apply to all sidings whether public or private.—*Bers v. Erie R. Co.* Supreme Court of New York. 163 N. Y. Supp. 114.

**Bank Holding Collateral Liable for Payment of Draft.**—Where a bank, holding for collection a draft with B/L attached, notifies the drawer, through its cashier, that it has sufficient collateral in its possession to pay the draft, and guarantees the payment thereof by a fixed day, and the bank has authority from the drawee to make such application, and where, on the faith of the representation thus made, the drawer no longer looks to the drawee for the payment of the obligation, but consents to the delivery of the B/L, and thereafter relies solely upon the bank for payment, such conduct on the part of the bank, despite its use of the word "guarantee," constitutes an original, and not a collateral undertaking, within the scope of its general business, and is enforceable as such.—*Dougherty-Ward-Little Co. v. Joiner.* Court of Appeals of Georgia. 91 S. E. 250.

**Furnishing Cars.**—Laws 1911, p. 547, §§ 10, 11, requiring common carriers to promptly furnish cars to shippers, and sections 59 and 85 (pages 575, 595), of the same act delegating to Public Service Commission power to regulate time for furnishing cars, and to provide penalty in nature of compensation for delay, are not unconstitutional as delegating legislative powers, and rule 3 of Public Service Commission, passed in conformity with such statutes, providing reciprocal demurrage charges, is a valid regulation.—*State v. S. M. & St. P. Ry. Co.* Supreme Court of Washington. 162 Pac. 523.

**Identification of Seed in Warehouse.**—No lien was given by warehouse receipts, issued as security by a private warehouseman, for a certain number of bushels of grass seed; he having in his warehouses a greater quantity, and that covered by the receipts not being segregated and identified by mark, as required by Ky. St. § 4769. The fact that a warehouseman had pledged receipts for grass seed, ineffectual because of the seed not being segregated from the mass and identified, does not prevent delivery of seed by him to the creditor, a few days before bankruptcy, and after there had been shipments from and additions to the seed, from operating as a preference.—*First Nat. Bank of Paris, Ky. v. Yerkes.* U. S. Circuit Court of Appeals. 238 Fed. 278.

**Free Lease of Right of Way Illegal.**—Where an interstate carrier leased to a manufacturer of wagons and buggies a site for his factory which was worth more than \$5,000, and had a rental value of \$300, for a term of 20 years, with an option for renewal, by a lease which reserved no rent, but provided that the tenant should save the lessor harmless from liability, caused or increased by the tenant's use of the premises, and should furnish, free of expense to the lessor, a lease for the right of way for a spur track from the lessor's line to the factory, which the lessor could use for its own purposes when it was not required for the use of the tenant, and further provided that the tenant would not assign the lease, except to another manufacturer which shipped approximately the same amount of freight, and so far as it could would bill all freight shipped to it and all shipped out by it over the lessor's lines, the consideration for the lease was clearly the business which the carrier expected to derive from the tenant, not the other agreements which the tenant undertook to perform, which were mere incidents of the tenancy. Such a lease conferred on the tenant, as shipper, a bonus or benefit which the carrier could not confer on other shippers of like articles, and was therefore illegal under section 2 of the act to regulate commerce (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [Comp. St. 1913, § 8564]), making the carrier guilty of unjust discrimination if by any rebate or other device it charges one person less for any services rendered in the transportation of the property than it does others for a like service, and the Elkins Act (Act Feb. 19, 1903, c. 708, 32 Stat. 847), making it an offense to give or receive any rebate, concession, or discrimination in respect to the transportation of property whereby it shall be transported for less than that mentioned in the published tariff, or whereby other advantage is given or discrimination practiced.—*Central of Georgia Ry. Co. v. Blount.* U. S. Circuit Court of Appeals. 238 Fed. 292.

A CONSIGNMENT of 200,000 bus. of macaroni wheat in a Boston elevator has been held several months for a ship to Piraeus for the Greek government, and finally will be taken on board the Greek steamer Calimeris.

LOUISVILLE, Ky.—Henry Fruechtenicht, elevator and grain man, who is also vice-pres. of the American Baking Co., says he is thru with the baking business on account of the high cost of flour. The large baking plant closed recently.



## Feedstuffs

ELM CREEK, NEB.—George Lopez of Denver has made a proposition to install an alfalfa mill here if given the site.

SAMUEL GOLDBERG, Detroit, Mich., has registered the words "Common Sense" as a trade-mark for poultry and pigeon feed, No. 99,188.

CHAS. A. KRAUSE MILLING Co., Greenfield, Wis., has registered the word "Pul-Mor" as a trade-mark for a stock feed, No. 100,293.

E. RAUH & SONS FERTILIZING Co., Indianapolis, Ind., has registered the word "Meatone" as a trade-mark for a stock and poultry food, No. 100,308.

AN ALFALFA PALACE, to be used as the place in which a week's entertainment and exhibition will be held, is to be built at Rapid City, S. D., in September.

THE BUCKEYE COTTON OIL Co., Cincinnati, O., has registered the word "Animo" as a trade-mark for a dairy, stock, cattle and farm-animal food, No. 100,076.

E. RAUH & SONS FERTILIZING Co., Indianapolis, Ind., has registered the word "Erasco" in a diamond as a trade-mark for a stock and poultry food, No. 100,311.

FORT WORTH, TEX.—M. M. Egan has filed suit in the federal court here for \$32,000 damages against J. R. Stitt and F. W. Payne, with whom he formerly was associated in the grain business, alleging infringements on a patent on a feed mixer.

BUFFALO, N. Y.—The Cyphers Incubator Co., handling poultry supplies, including feed, filed a petition in bankruptcy on Feb. 20. Liabilities are \$568,282.23 and assets \$823,882.37. Included in the assets are \$329,000 in real estate, \$120,000 in stocks and \$219,558.35 in accounts receivable.

D. H. OWEN of the Buehrle-Owen Co., Youngstown, O., has accepted a position as general sales manager of the J. J. Badenoch Co., Chicago, Ill., one of the largest dealers in feed and grain in the country. The Buehrle-Owen Co. is an amalgamation of the interests of Mr. Owen and Albert H. Buehrle, and was formed about a month ago. The concern has a capitalization of \$225,000 and deals in flour, feed and grain. The change comes as a decided promotion for Mr. Owen and a recognition of his ability. He has handled the products of the Badenoch company in this territory for a number of years, and it was thru this connection that he became acquainted with the organization.

NEW BEDFORD, MASS.—The Winslow, Mackenzie Co. was recently adjudged guilty of a violation of the laws governing foodstuff for livestock in that they had for sale Puritan cottonseed meal, purporting to contain 36 per cent of protein, whereas analysis showed but 31.44 per cent. The foodstuffs in question were bot by the Winslow, Mackenzie Co. as a result of a bulletin published by the Massachusetts experiment station, and it was this institution which prosecuted the hay and grain dealers when the samples taken fell short in crude protein and crude fat, altho previously the state chemists had found that the food value was higher than the percentage on the guarantee tag and had so published in their circular.

PENDROY, MONT.—Geo. G. Briggs, well known to the feed trade in Wisconsin and Michigan where he formerly represented Donahue-Stratton Co. of Milwaukee, is now with the Imperial Elevator Co. in Montana.

CHICAGO, ILL.—The Park & Pollard Co. of Illinois has been organized with Charles Rockwell, pres., and David A. Badenoch, sec'y and treas., to take over the western business of the Park & Pollard Co. of Boston, and also to engage in a general grain shipping business. Mr. Rockwell is well known to the trade, having been pres. of Chas. Rockwell & Co., Inc., Mount Vernon, New York, which concern operated an elevator at Toledo, O., at which time Mr. Rockwell was a member of the New York Produce Exchange and also of the Toledo Exchange. He is now a member of the Chicago Board of Trade. Mr. Badenoch was for years manager of the poultry feed dept. of the J. J. Badenoch Co. He has been a member of the Chicago Board of Trade for many years. Associated with the new company are Philip R. Park and K. L. McLeod. Mr. McLeod will be sales manager.

### Feedstuffs Movement in February.

Receipts and shipments of feeding-stuffs at the various markets during February, 1917, compared with February, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	48,902,000	50,093,000	40,686,000	75,927,000
New York (lbs.)	1,942,000	.....	650,280	.....
St. Louis (sacks)	66,710	131,840	40,820	100,370
Kansas City (tons)	1,800	3,140	12,500	14,840
Milwaukee (tons)	1,050	9,943	11,156	24,072

HUTCHINSON, KAN.—The Turon Mill & Elvtr. Co. has brot suit against the Western Union Telegraph Co. for \$900 damages for loss sustained by failure to deliver a telegram ordering 15 cars of wheat from a grain firm at Beloit.

SPECULATION is legal. Gambling is illegal. United States Supreme Court recognizes speculation because it performs a useful function. Gambling performs no function. Bucket shops are mere betting places. Boards of Trade are legitimate. Every trade there for future delivery calls for actual delivery. Every seller must deliver the actual goods unless he covers his short sale. Every purchaser must take delivery unless he sells out. Speculation is desirable. It helps move the crops, equalizes prices and provides a means for millers, dealers and farmers to hedge their cash grain as a protection against market declines. Speculative losses are legal and must be paid.—C. A. King & Co.

MILWAUKEE, WIS.—The Chamber of Commerce has sent telegrams to all the Eastern railroad presidents and to the Interstate Commerce Commission in regard to the railroad situation. This action was prompted to some extent by the complaints reaching Milwaukee dealers from Eastern buyers that they were not receiving their supplies and that there was danger of a feeding-stuffs famine in the New England states, New York and Pennsylvania, unless the railroads moved shipments more promptly. These telegrams urged that the railroads give preference to supplies for feeding-stuffs over other classes of freight and endorsed the telegrams sent by the President of the Chicago Board of Trade.

## HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

## HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

Ask us.

**Hess Warming & Ventilating Co.**

907 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas lined ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street CHICAGO, ILL.

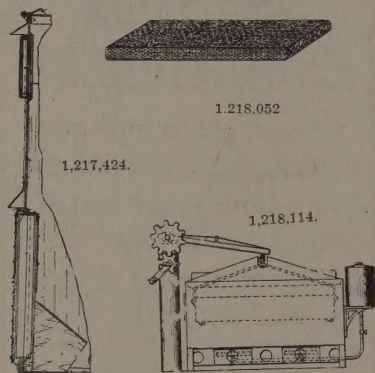


## Patents Granted

1,218,350. Method of Impregnating Woven Belts and Conveying-Bands. Hans William Anderson, Odense, Denmark. Textile belting is treated by impregnating the web with a layer of balata, a vegetable gum.

1,218,114. Grain Treating Apparatus (see cut). Miles E. Pearson, Pullman, Wash. In a grain treating apparatus, a tank adapted to contain a liquid, with a receiving hopper adjacent to it. On a support is mounted a set of gears, one of which is operated by a handle, and it in turn operates the larger gear. To this latter gear is attached an arm, attached to one end of which is a grain pan. The arm is fulcrumed so that operation of the gear with the handle moves the pan up and down.

1,217,424. Grain-Bin. (See cut.) Albert N. Eaton, Omaha, Neb. A doorway in the wall of a grain bin is provided with a frame having an upright angular part pro-



jecting inwardly, an upright fender provided with a frame having an outwardly projecting angular flange and provided with a port at its bottom, the fender being adapted to be moved on the bottom of the bin for making a closure of a part of the doorway, the flange of its hood being in the vertical plane of the inwardly projecting upright, angular part of the doorway.

1,218,052. Method of Treating the Fabric for Power-Transmission Belts. (See cut.) Ernest L. Burrell, Chicago, Ill. In the manufacture of power transmission belts from woven fiber belting material, the material is prepared by subjecting it to the action of tannic acid, the tannin being settled by means of tartar emetic. Then the material is impregnated with a water-proofing compound consisting of 66% wax tailings, 19% paraffin and 15% lubricating oil, after which it is faced with an asbestine dressing compound.

## Books Received

FEDERAL B/L ACT is a neatly printed pamphlet of 16 pages containing the complete text, analysis and index of the Pomerehne Law, the analysis in parallel columns explaining the law in detail so that it can be correctly interpreted by bankers and merchants. Issued by the National Bank News, Philadelphia.

I APPRECIATE the Grain Dealers Journal both as an advertising medium and as a disseminator of useful information to the grain trade.—P. J. Anderson, Anderson Grain Co., Conrad, Mont.

## Crop Improvement.

THE SUPERINTENDENTS of county schools have quite generally taken up the work of distributing smut pledges thru the children to their parents. Nearly a half million of these pledges and circulars "How to Treat Smut" have been distributed in this manner.

GRAIN MEN and millers of Indiana have arranged to conduct a wheat demonstration train thruout the state in connection with Purdue. It has been decided to concentrate upon not more than six varieties of wheat for different parts of the state and to breed up these wheats, especially in regard to their milling qualities.

THE CAMPAIGN for the establishment of Marquis wheat in southeastern Minnesota and Dakota is accomplishing splendid results, and will be conducted on a larger scale next year, beginning with the proper preparation of the seed bed and the selection of seed. The millers and elevator men of that section have financed the entire campaign, amounting to about \$1,500.

AN ACTIVE campaign thru Michigan will be inaugurated in July to introduce Rosen Rye, a variety which has been highly recommended by the experiment station of that state. Michigan has also adopted Red Rock wheat as its standard and a great effort will be made to introduce it. The success with this wheat has been marked wherever it has been introduced both in yield and character of grain.

BERT BALL addressed a meeting of agricultural publishers on "Group Farming" at the "Farm Paper Week" being held at the Advertising Club in Chicago Mar. 5-10. Mr. Ball said that the general principles of crop improvement must be undertaken by entire neighborhoods if we were to make any progress and the farm papers have agreed to emphasize crop improvement campaigns rather than leaving the work to the individual.

THE CONDITION of seed in the spring wheat territory is far from satisfactory, it being shriveled and containing little plant food. The Minnesota Crop Improvement Ass'n is doing everything possible to obtain a better quality but a great deal of local work must be done in each neighborhood. A united effort is being made to fan and grade this seed to get the plumpest of the grain into the ground, and the co-operation of all elevator men is urgently requested by the Crop Improvement Com'te.

THE WHEAT FIELDS of Washington and Oregon are so badly infested with smut that ordinary treatment of the seed is not sufficient. The soil is smut-sick and a system of rotation has been suggested by the Crop Improvement Com'te to be undertaken by entire neighborhoods, advocating the sowing of rye for fall sowing and of barley for spring sowing for at least one year. It is likely that this campaign will have to be continued at least five years in order to correct this evil. Prof. R. A. Moors of Wisconsin states that the smut which affects wheat will not develop on either of those crops. He strongly advocates that this rotation be introduced and that the commercial clubs as well as the farmers unite in this campaign to allow the smut-sick soil to outgrow its malady.

POSSESSORS of old belting which is in good condition can occasionally get more than they paid for it. The price of leather is soaring.

## Insurance Notes.

THE GRAIN DEALERS NATIONAL Mutual Fire Insurance Co. is now admitted to 17 states and has nearly forty millions of insurance in force.

THE COMPULSORY workmen's compensation law of Washington state was recently upheld by the United States Supreme Court as constitutional by a vote of 5 to 4, Chief Justice White and Justices McKenna, Van Devanter and McReynolds dissenting. The Iowa workmen's compensation law, voluntary upon employers, also was upheld as constitutional and New York's compulsory workmen's compensation law was sustained as generally constitutional.

## Elevator Casualties.

AL Lierman, an employe of the Cleveland Grain Co., Champaign, Ill., was raising head shaft in elevator with bar when foot slipped, causing bar to strike chest, resulting in fractured sternal cartilage.

Emmett Allen, an employe of the Kelso Grain Co., Arma, Kan., was shoveling oats with another man when he was struck on head with shovel, causing a gash on forehead.

Roy Wakefield, an employe of Wakefield Grain Co., Waterman, Ill., injured thumb by knocking it against scale platform.

Lennie Tague, an employe of Henn & Beggs, Borton, Ill., was kicked in head by horse, resulting in slight concussion, scalp wound, and injured neck.

Thomas Turner, an employe of Henn & Beggs, Borton, Ill., was putting harness on horse when horse kicked, catching finger between the harness and gate, and almost tearing finger off ¾ inches from end.

THE NORWEGIAN steamer Bjornstjerne Bjornson sailed from Norfolk recently carrying a cargo of wheat for the Swiss government, which will be landed at Certe, France, the port designated in Germany's submarine war zone order as being the only one thru which goods for Switzerland would be permitted to pass.

IMPORTS OF WHEAT into Spain in Dec., 1916, according to Consul General Carl Bailey Hurst, Barcelona, in Commerce Reports, amounted to 5,185 metric tons, 3,270 tons coming from Galveston to Barcelona and 1,915 tons from Buenos Aires to another Spanish port; 12,031 tons of corn of Argentine origin were imported, all but two shipments being unloaded at Barcelona.

A SPECIAL INVESTIGATION into the grain situation at Chicago and other middle western cities to determine whether conspiracies existed to raise prices and delay shipments to eastern markets has been announced by U. S. District Attorney George W. Anderson, who is in charge of a nation-wide inquiry into the high prices of food and other necessities, would be ordered. The high price of potatoes, beans and onions also is under investigation, according to Mr. Anderson.

## Calendars Received.

THE latest and best calendar of the year comes from the Sneath & Cunningham Co., Tiffin, O., who long since established a reputation for distributing expensive calendars. The 1917 calendar is illuminated with a pleasing color reproduction of a beautiful portrait, entitled "Meditation."



## Program Field Men's Ass'n.

The 10th annual meeting of the Mill and Elevator Mutual Fire Insurance Field Men's Ass'n will be held at Chicago Mar. 19 to 22 in the auditorium of the Insurance Exchange Bldg.

Monday morning, 9 a. m., Pres. J. A. Vincent will deliver an address, followed by C. B. Sinex with treas. report; Wm. Reed, sec'y's report; R. S. Danforth, governing com'te report; J. J. Fitzgerald, report of com'te on constitution and by-laws; LeRoy Neal, for com'te on ethics; L. S. Wardwell, inspection reports. Monday afternoon com'te reports will be presented by Gleason Allen on signal service and watch clock; R. W. Sutherland, on valuations and depreciations; Eugene Arms, on forms and clauses; H. G. Harris, on moral hazard.

Tuesday morning T. M. Van Horn will report on materials and construction, followed with an address by John Cornwall, engineer of the Barnard & Leas Mfg. Co., and A. P. Redfield on surveys. Tuesday afternoon W. W. Muster will report on machinery standards and T. M. Van Horn on personal responsibility. A. M. Marsh of the B. F. Gump Co. at the plant of that company, which will be visited by the field men, will give a demonstration and report on the construction of non-chokable elevator; and in the evening a theater party will be given by the Mill Owners Mutual Fire Ins. Co. of Des Moines at Cohan's Grand, the play being "Turn to the Right."

Wednesday J. J. Fitzgerald will report on internal combustion engines; followed by J. A. Polson, professor of mechanical engineering M. A. C., and C. O. Peters on electrical equipment. Wednesday afternoon will be devoted to application of schedule, initiated by H. A. Braunagel's report as chairman of the com'te.

Thursday morning J. J. Fitzgerald will report for the com'te on railroad hazard and common causes of fire; and G. E. Wilson on automatic sprinklers and fire fighting devices. Thursday afternoon the com'te on resolutions will report and new officers will be elected. At 7 p. m. a banquet will be given at the Union League Club.

The purpose and object of this organization is the decrease of the fire waste to be enhanced by the increase in efficiency and thoroughness of the inspection service.

EVERY ADVERTISER has a reason why he should get your business. Study the advertisers' message, and select for yourself the advertiser who can best fill your needs.

MESSAGES FOR CUBA are accepted by the Western Union Telegraf Co. subject to censorship and at the entire risk of the sender. Claims for refund covering messages stopped by the censor will not be entertained except for the unexpended balances beyond Havana.

## CLEAN UP

Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough

## SPRING CLEANING

By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

## GASOLINE LAMPS

You are not allowed to have a gasoline lamp in your elevator without a special permit therefor being attached to your policy. Our experience has been that such lamps are dangerous even under the best conditions, and should not be used at all. If you are using one, and are one of our policyholders, get in touch with us. Let's discuss it before a fire occurs.

FITZGERALD & McCOTTER  
Western Managers  
Omaha, Neb.

**Grain Dealers**  
Mutual Fire Insurance Co.  
INDIANAPOLIS, IND.

C. A. McCOTTER  
Secretary  
Indianapolis, Indiana

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co.

Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM  
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E H MORELAND, Secretary

## COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information

Regarding Short Term Grain Insurance



## Too Many Buyers

Read this letter received from  
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa, 6-1-15.  
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,  
COOK BROTHERS.

Here are the ads referred to

### MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

### DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

## Grain Shipping Ledger

**Form 24.** An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

### GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

## THE ELLIS CONTINUOUS FEED

GRAIN DRIER is in a class by itself. The design is characteristic; its operation is simple to the extreme; the running expense is most economical, and the dried product it produces is unequalled.

### THE ELLIS DRIER COMPANY

Grain  
Driers

Postal Telegraph Building  
CHICAGO

Oat  
Purifiers

You Will Save Time and Money  
when you install one of these



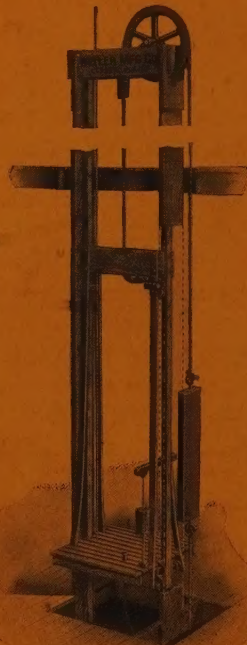
## ONE-MAN ELEVATORS

Counting three trips a week to the top of your elevator and figuring the wasted time and energy you will find a big saving and a high return on the investment.

After installing, the only cost of operation is a single pull on the rope and you can float up or down your elevator 25 times a day with less danger, time and energy than it now takes for three trips.

Write today for prices

WELLER MFG. CO.  
CHICAGO



THE TWO MILLION  
Bushel Elevator of

## Washburn - Crosby Company

MINNEAPOLIS, MINN.

is equipped with three separate DAY Dust Collecting Systems, any one of which may be operated separately, or all simultaneously.

When in need of a system or only a dust collector write

## THE DAY COMPANY

MINNEAPOLIS, MINN.